GENERAL AND REVENUE SECRETARIAT.

Serial Nos.

Part B for May 1921.

SUBJECT.

Abolition of the levying tolls & local taxes on motor vehicles.

ecen ed C 3950 D 10-8-31
'ered: Submits the
eport of the Committee
ppointed for the consider
on of the question of abolish
ees & local taxes on
otor vehicles etc

Subd for orders will
e available reference
uoted thereon. The fee
ontaining the order
pproving the Committee
e [illegible] the request of
e "Travellers' Aid" for Sharin
e proceeds of [illegible] Sta
ee Sales

5)
Nine proposals appear to me
the generally suitable
6) The essential conditions for giving
effect to the proposals is that the
C.R.P. Rly should come into line
with the ~~Govt~~ Govt in this respect
If the decision approves in copy
the report may be sent to the Rly
~~with~~ for ~~report~~ & the views of the
Cantt authorities ascertained

by
17/8/8

Drawn

to me
17.8

7) We may consult the Cantt
Station Bangalore as proposed
8) It is necessary to obtain
the views of District Boards and
Municipalities. The report may
be printed and copies furnished
to the Local Bodies

Serial No.

18)

Draft Subs forwarding Copies of the report to the Local Bodies for opinion (vide paras 8 & 10 Supra)

MB 23/11 — Gen Secy)

23.11.31

GENERAL SECRETARY 23 NOV 1931 No. 3579

19) Secy 23/11

20)

23.11.31

TYPING SECTION 24. NOV. 1931 GENL. & REV. SECTT.

15— Presdts of D Bds

Mr Comm^r, Bcly then Pres^t Bcly Pres^d, Mysore Cmc

Dcs of D b : 3834-S/B, 25.11.31

Calls for the views of the Local bodies on the recommendations of the Committee so as to reach the Secrt before 31st Dec 1931

Sub B 26/11

GEN. & REV. SECTT. 12 DEC 1931 L. S. G. BRANCH.

Sub B 15.1.1932

Letter No A5c 979/31-32 dated 12th December 1931 from the D.C. Kolar furnishing the views called for.

'ller No. X 3834-S 1. dated
25 th November 1931 to the
Presidents of District Boards,
the Deputy Commissioners of
districts and the Presidents
of the Bangalore and Mysore city
Municipal Council replies
have been received only from
the Deputy Commissioners of
the Chitaldrug and Kolar
istricts, and from the Presidents
of the Mysore District Board
and Mysore city Municipal
Council. Replies from the other
ficers are still due although
ey have been specifically requested
furnish their views on
e matter before the 31st
ltimo
Submitted for orders

n the Secy to the Hon the Residen
No 82/605-1931 Dy 6.1.32
owards the views of the Hon'
Resident

20) J Allen accused the Rev. Is not Quite right
(Mr Orsucchi) after next meeting. Howard
to mark put up.

Those who have not yet Paid
Dues shd. be asked to refrain it

to attend the ~~Com~~ committee meeting on
Nathan Foster called to Quebec

Prefers to make an use of an
used a criterion for the payment
of taxes
Should write office to pass the same
Dec 1984
11/29 –

From the D.C Hassan Dt.
no LDis 341/31 D 9.2.1932
forwards the views of the undersigned in his
District.

46) Subd with ref to paras 39-40,

B 45 47) Please bring the entries in the
15/2 typed list uptodate, and also furnish
a list of the VDBs & TCs whose opinions
are not yet recd. Urgent -
15/2

The entries in the list have been brought
up to date. A statement is put up
giving the names of local bodies from whom
opinions are not yet recd,

B 45 49) Please type the new lists -
17/2

b) The lists are typed and kept in.

NB 05
19/2

51) Subd with reference to readers in paras 39 & 40

52) State B shows the local bodies whose
opinions have not been recd yet. They will be

The following further communications furnishing the views of the local bodies concerned

31 Presdt, D.Bd Chitaldrug no 2 Dis 219/2/31-2 dy 23 2/32

32 " " Bangalore 2 Disc 44-184/31-2 dy 25 2/32

33 D.C. Kadur 2 Dis 1936/31-32 dy 9.3.32 forwarding the resolns of Chikmagalur, Birur & Kadur mcls

34 D.C. Shimoga A2 C 878/31-2 dy 9.3.32 forwg the resolns amongst others, of Shimoga, Shikarpur & Sagar mcls.

36 Presdt, D.B. Kdur HC 35/31-32 dy 22.3.32

37 " " Kadur 2 B 1-200/31-2 dy 4.4.32

39 " " Tumkur 2 2/2 C 5-5-2/31-2 dy 24.

38 From the Secy to the Hon' Resident in Mysore no 278/605 of 31 dy 20.4.32

Forwards a printed copy of a bill to amend the Madras Motor Vehicle Taxation Act of 1931, called for in serial 29.

64) The opinions since recd have been abstracted on the statt (flag G).

65) Replies are still due from the Dist Bds of Hassan & Shimoga and the Civil, Tumkur and Bangalore City mcl Councils. They were last reminded on 18/4/32 & they are being reminded again.

67) Subd for perusal,

27/4 68) (Genl Secy) 28/4

GENERAL SECRETARY
29 APR 1932
No 2365

TYPING SECTION
25 APR 1932
GEN. SEC.

From

The President, Mr Brand, Harare.

Letter no A2-125-6 dated 7-5-1982

States that the Board deferred the question to its next meeting for further consideration and for orders with refer to paras 1-8 & 7&4.

6) The recommendations of the Committee are bracketed at para 2 of the minutes.

7) The Resident who were consulted are of the opinion that, to the extent to which the proposed legislation is to remove inconvenience caused by tollgates to fast moving traffic, they are prepared to take steps to introduce new legislation in the ordinary course; that, as regards toll on motor vehicles the position in regard to the Fuel Levy is different from that stated in para 10 of the report in as much as only about 1/10 of the total toll revenue of the Fuel Levy is derived from motor vehicles, that in order to make up the loss of revenue from the total abolition of tolls by increased taxes on motors, it would be necessary to double the taxes on motor vehicles which would cause a great hardship to owners of motor vehicles in the Fuel Levy, and that in these circumstances it is not possible to abolish tolls on other than motor vehicles in the Fuel Levy.

The chitaldrug MC Bd wants that it sho
be paid compensation based on the avera
of the past 3 years, irrespective of the inc
derived by Govt in this behalf by taxin
motor vehicles.

8) Of the 29 town & minor mc councils
that are levying tolls, the replies fro
the mc cls of Sira & Tumkur have not
been rcd while the rest have furnish
their opinions. Of these the Kolar,
chintamani, Gudibanda, ~~Madhugiri~~ Kolar, chitra
durg, Davangere, Hiriyur, Hathagiri, Jagal
Channapatna, Kandya, channapatna, Doddab
pur, Anekal, Channarayapatna and Shimoga
mc Councils are generally in favour of the
proposal while those of Chikballapur,
Gurugal, Gubbi, Chikmagalur, Hoskote,
Kolar and Shikarpur are against
the proposal. The Honnibar mc cl is not
in favour of abolition but remarks
that in the event of Govt insisting on
the abolition, the Council be reimburse
to the extent of Rs 10,000/- per annum as the
present average income of the Council for
this source is Rs 9000/- with the probability
of its increasing in future. The Ranjan
and Sagar mc Councils request that there
should be proportionate increase in the Com-
pensation payable to local bodies with the
increase in the income of such from the

and the mode of compensation proposed. As regards the ~~sales tax~~ District Board taxes, it is only the Trunk Roads Council that has proposed revised rates.

89) The partial agreement of the Residency need not perhaps stand in the way of the scheme proposed by the committee being proceeded with. The retention of toll gates in the Coorg States in respect of vehicles other than motor vehicles may be a source of inconvenience to some, but this cannot be helped in the circumstances.

90) The Committee's proposals provide for the levy of ad hoc tolls where special facilities such as a bridge or a newly made road are provided at a great cost. In regard to Frontier Toll gates the Dewan has minuted as follows in the file:

'I am in favor of the retention of all Frontier Toll gates more especially those like the Manantody and Coorg roads where heavy timber traffic flows in from outside.'

91) To give effect to the scheme, legislation on the lines of the Madras Motor Vehicles Taxation Act will have to be undertaken, as also amendment of the Municipal and District Board Regulations.

92) Subd with reference to paras 5 to 8 & 60.

(Gen Secy) Asst 25/5

93) II Member HM 26/5 Asst 27/5

94) Please put up the Madras Motor Vehicles Taxation Act, 1931 which is required by the Member.

95) Bound volume of the H. St. George Gazette containing the Act in question is put up (Page F) MB 28/5

96) II Member)

Volume returned to Records & a Spare copy of the Act is put up. MB 22/6

Please place a certified copy of the Coorg Toll Rules, referred to in the margin before Government

allowed to lie MB

OFFICE OF THE SECOND MEMBER OF COUNCIL
27 MAY 1932
No. 9930

WD. 70—GBPM—60,000—13-8-31

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT

(clause.....of the schedule)

Report of the Committee appointed to consider the question
abolition of the levy of tolls and local taxes on motor
les.

CIRCULATED TO THE MEMBERS OF COUNCIL.

Report of the Committee appointed to consider the question of the abolition of the levy of tolls and local taxes on motor vehicles.

)PINION OF THE COUNCIL.

108 The question was considered at the Council meeting on the 17th inst and a rough note of the instructions given is placed below.

109 Further information has to be collected on the following points.

1. The Resident have stated that they would be taken to abolish the payment of tolls on motor vehicles in the C & M. Stn. Are they also prepared to introduce the rates of taxation proposed by the committee as otherwise the conditions of reciprocity would be wanting? Capt. Kirkbride may be consulted in person on this point?

2. The Resident's letter also states that there should be reciprocity, as far as possible, between the Mysore State and the neighbouring British Indian provinces. What exactly are the concessions that we should give to or get from these Provinces?

3. What would be the loss of revenue to the State and to local bodies (& municipal taxes) if the payment of tolls was discontinued on motor vehicles, retaining the levy on country carts etc as at present? In that event, would it not be possible to adopt somewhat lower rates of taxation than those

The points on which information is required are the following:-

1. What would be the loss of revenue to the State and to Local Bodies if payment of tolls and Municipal taxes was discontinued only in respect of motor vehicles, retaining the levy on country carts &c., as at present? In that event would it not be possible to adopt somewhat lower rates of taxation than those recommended by the Committee?

2. What are the concessions that should be given to or we should get ~~kk~~ from the British Indian Provinces in order that there may be reciprocity in the matter as far as possible?

3. Is the Residency prepared to adopt the rates of taxation proposed by the Committee?

118. So far as State tolls are concerned, the major portion comes from motor vehicles, as bullock carts are generally exempted in the interior toll-gates.

119 In the case of District Board Tolls, the exemption of bullock carts is optional and the bulk of the toll revenue may have to be taken as having been realised from other than motor vehicles. In the case of Municipal Tolls, the portion derived from the levy on motor vehicles would only amount to a small fraction of the total toll revenue. ~~Even~~ Assuming that the whole of the State tolls, of the District Fund Tolls and 1/5 of the Municipal Tolls are in respect of motor vehicles, the amount of loss that will have to be made up according to the figures furnished in para. 17 of the Committee's report, may be roughly taken at Rs. 3,00,000/- as detailed below.

12 of the Committee's report wherein it is stated that vehicles registered in one place should be exempted from taxation at another. If any further information in the matter is considered necessary, the Revenue Commissioner has to be consulted.

22 As regards point No. 3, namely, whether the Residency is prepared to adopt the rates of taxation proposed by the Committee, kind reference is invited to the statement in the letter dated 6-1-32 from the Secretary to the Hon'ble the Resident that the realisation from tolls on motor vehicles in the C & M Station forms only 10% of the total toll revenue. As the rates proposed by the Committee are intended to cover the loss accruing from the total abolition of all tolls, and of Municipal taxes on motor vehicles, it appears that the Residency would not agree to the adoption of the rates proposed by the Committee for the obvious reason that the loss from the abolition of tolls on motor vehicles alone would amount to only Rs. 2,000/- as the total income from tolls in the C & M Station is about Rs. 20,000/- The income from Municipal taxes in the C & M Station on motor vehicles comes to about Rs. 23,000/- and in order to make up the loss of Rs. 2,000/- by the abolition of tolls on motor vehicles, the Residency will have to increase the existing rates by only about 10%. The loss is practically negligible and no appreciable good case appears to exist to enhance the existing rates of taxes on motor vehicles so far as the C & M Station is concerned. Information re the number and description of motor vehicles kept in the C & M Station and

the rates now in force therean is not available and unless these particulars are secured it is not possible to ascertain what amount could be realised by adopting the rates proposed by ~~xxxxxxxxxxxxxxxx~~ the Committee and whether it would not be too high for general adoption in the C & M Station.

13 As regards doubling the rates of toll on carts at Frontier toll gates, action will have to be taken in the Revenue Branch under the orders of the Development Secretary. The linked file on this subject has been referred to, ~~if approved,~~ be sent to the ~~Dev. Secy~~ Rev: Branch. with an extract from the Chief Secy's. note dated 20-8-1932 for necessary further action.

Reciprocity

125 To secure reciprocity, the law in both the reciprocating Provinces must be the same and if this be so, each must accept the registration letters cut in the other and exempt from taxation the vehicles coming from the latter. It is perhaps unnecessary that the rate of taxation in both the Provinces should be the same.

126 Reciprocity is intended to be obtained in respect of the neighbouring Provinces, viz Madras, Bombay & Coorg. Tolls have been abolished in Madras Presy and it is not known what the system in Bombay & Coorg is. (In para 5 of the Centre report it is stated that Bombay is considering the question of having legislation similar to the Madras Act). In Madras there has been a total abolition of tolls, but in Mysore it is proposed to retain frontier tolls in respect of heavy cars. Reciprocity between Madras and Mysore can therefore be only in respect of motor vehicles.

127 In regard to Provinces where tolls are not abolished there can be no question of reciprocity with men and vehicles going there from there will have to pay toll there, while those coming from there will be exempt from payment here. This cannot perhaps be helped unless frontier tolls are to be retained in respect of the vehicles coming from such places.

I spoke with this to Capt. Kirkwood as required in para 109 above. He suggested our meeting again. If agreed, I shall be in with them with which I submit for approval

RB
20/7/32

This details required to be collected and by (officials)

OFFICE OF THE DEPUTY MEMBER OF COUNCIL
21 JULY 1932
No. 722

Memorandum

RB
20/7/32

We have to inform the Rev- that we are proposing now (in modification of what was contemplated by the Committee) to abolish tolls on motor vehicles only, and to retain tolls on other traffic. This removal materially reduces the annual revenue to be made from increased taxation of motor vehicles. So the rates proposed by the Committee for such taxation are capable of some reduction. But it is necessary that whatever rates are imposed in the North should be imposed in the City. If the rates in the County are lower the owner of motor vehicles that would be registered in the City will be registered in the County for the purpose of the County. The authority appears to levy the same rates of motor vehicle taxation as in the City? but are to levy no less motor taxes as a State tax (that basis being suitably compensated for the loss of this income). It would be the same form of [illegible] as in the case of

DEV AUG, 1932 ICE

143 Please retype as revised and submit to II nd Member & Dewan

RR
3/8/32

OFFICE OF THE ... MEMBER ... 1932 1098

and write a typed draft as revised

132

RR
3/8/32

II nd Member &
Dewan

5) I have slightly revised the draft
(the work made of 3 Cadets must
carefully scrutinised)

RR
8/

Please retype draft and
submit to Dewan.

RR
9/8/32

Before Committing ourselves to any
measures, it would be well to consult
Dom on the Madras, who would be in
position to advise us in the light of
experience gained by Dr Gopala
Iyengar Secy P.W.D. Might be help

ERAL SECRETARIAT
14 MAR 1933
No.

Subject for orders with regard to Paraboy

Shri Lib
18/3/33

(Sent Secy)

Have worked hammered of the

right to vehicle

17 The fee to be taken or payment by mileage cess or ~~tax~~ depending on the number of miles traversed by the vehicle.

72 According to the proposals of the Motor Transport Committee both the above kinds of taxes are contemplated ~~to be~~ combined ~~levied~~ Service tax & mileage cess

Dr CS 21/4/53 The Secy to the Hon'ble the Revenue may perhaps be informed accor

To..

The Secretary to the War Cabinet

re Pol 1014 dated 30.5.

Jutrisbg refers to the points in
in SL 45 and states that a fur
Communication will be made in

To. Asst Secy Leverton and Comps
with reference to A on the last page

Mac
31/5

Legis
DMP
31/5

The recommendations of the Inter
Transport Committee are under
consideration and orders thereon
may be awaited.

OFFICE OF THE REVENUE COMMISSIONER
N. MYSORE,

REVENUE BRANCH.

Dated, Bangalore, 10th August *193* 1.

L 6 B 153-30-60

FROM

S.P. Rajagopalachari, Esq., B.A., B.L.,
Revenue Commissioner in Mysore.

DEVELOPMENT SECRETARY
To
10 AUG 1931

REVENUE COMMISSIONER FOR MYSORE
02187

REV. SECTT.
GEN. L 840
13 AUG. 193

L. S. G. BRANCH

To

Ranga Rao, Esq., B.A., B.L.,
General
~~The Chief~~ *Secretary to the Government*
of His Highness the Maharaja of Mysore,
Bangalore.

File put up separately

SIR,

In continuation of Government Order No. L.8321-9/L.R. 15-30-1 dated 8th April 1931 appointing a Committee to consider the question of abolition of tolls and local taxes on Motor vehicles in Mysore, I have the honour to forward herewith the report of the Committee. The report has been approved by all the members except Mr. Mahomed Sait, who has not yet returned the draft approved. As it was sent to him more than 10 days ago, I thought it was unnecessary to wait for his reply any longer, as the due date of submission to Government has already

In continuation of this office letter No. C.3950/
30-31 dated 10th August 1931 forwarding the report of the Committee
appointed by Government to consider the question of all tolls and
local taxes on Motor Vehicles. I have the honor to state that
Mr. Mahamed Sait has since returned the draft repo

I have th

Your most ob

Forwd.

No. L. 1767/Encs. Report (Pages 1 to 23 Statts + Sketch)

To The Superintendent, Govt. Printing, Bangalore

Sir,

I am directed to forward herewith a copy of the report of the Committee appointed to consider the question abolition of tolls and local taxes on motor vehicles in Mysore, with a request that the same may be printed and 250 copies supplied to this office, for distribution among the Local Bodies. The matter may be kindly treated as immediate.

General and Revenue Secretariat

(Ls)

the 193

Date of issue 4-9-31 (Pages 1 to 23 Statts + Sketch)

Signed by Mr. V. S. Sastri

250 Copies of the report to be made

8/9/31

Pol. 291 Telegram To
BB 15-10-13
~ 12-9-31

The Secretary
to the Hon'ble the Resident in Mysore.

Abolition of tolls

Sir,

Legislative action having been taken by the Madras Government to abolish the levy all tolls and of local taxes on motor vehicles, the Government of His Highness the Maharaja appointed in April 1931 a Committee to investigate the question of introducing a similar system in the State and submit their recommendations with suggestions for making up the loss of revenue resulting from the abolition of such tolls and taxes. The Committee have submitted a report, a copy of which is herewith forwarded for your informa

in Schedule annexed to the Report

(5) That the Government should have power to make exemption or reduction or other modification in regard to the tax payable by certain classes of persons or in regard to vehicles of certain classes.

(6) That the local bodies be compensated for the loss of income due to the abolition of tolls and local taxes on the basis of the average income of these bodies from these sources during the preceding three years; and

Esq., M.A., B.L.,

Abolition of tolls.

Legislative action having been taken by the Madras Government to abolish the levy of all tolls and of local taxes on motor vehicles, the Government of His Highness the Maharaja appointed in April 1931 a Committee to investigate the question of introducing a similar system in the State and submit their recommendations with suggestions for making up the loss of revenue resulti from the abolition of such tolls and taxes. The Committee have submitted a report, a copy of which is herewith forwarded for your information.

2. The Committee have recommended -

(1) that all tolls, Provincial, District Fund and Municipa may be abolished, provision however being made for levying adhoc tolls where special facilities such a a bridge or a newly made road are provided;

(2) that a provincial tax may be levied on motor vehicles, the existing municipal taxes levied on these vehicle being abolished;

(3) that the taxes on Buses be fixed on the basis of th seating capacity of the vehicle and that of Lorri on the weight or tonnage of the vehicles.

(4) that the maximum rates of taxation on these vehicle for the present fixed as in Schedule annexed to t Report.

(6) that the local bodies be compensated for the loss of incon income due to the abolition of tolls and local taxes on the basis of the average income of these bodies from these sources during the preceding three years; and

(7) that legislation on the line of the Madras Motor Vehicles Taxation Act of 1931 be undertaken in Mysore with suitable changes necessary for local conditions.

3. I am to invite your kind attention to para. 30 of the Report and to state that Government consider it desirable that any change in the system of taxation in this respect should be on similar lines both in the Civil and Military Station of -- Bangalore, and the rest of Mysore. I am accordingly to request that the Government may be favoured as early as possible with the views of the Civil and Military Station authorities on the recommendations of the Committee and whether in the event of the necessary legislation being introduced in Mysore similar legislation will be undertaken for the Civil and Military Station.

Section 2B

File No. 153-30

Serial No. 15

Diary No. of letter replied to .....

No. L. 3834-51 dt 25-11-31

To

The Secs of Dbs

The Presidts of Dist Municipalities

The Secretary Bangalore City Municipality

The President, Mysore City Municipality

The Secretaries of Local Bodies.

General and Revenue Secretariat

( )

the *193*

Date of issue 25-11-31

Signed by V. S. Sastri

Sir

I am directed to forward herewith ~~10 copies~~ a copy of the Report of the Committee appointed by Govt to investigate the questions of the abolition of the levy of tolls and of local taxes on motor vehicles and to request you to be good as to favour Govt with the views of

I am directed to forward herewith [illegible] of the report of the Committee appointed by Government to investigate the question of the abolition of the levy of all tolls and of local taxes on motor vehicles and to request you to be so good as to favour Government with the views of the Municipal Councils levying toll on the recommendations made by the Committee, so as to reach this Office not later than 31st December 1931.

I have the honour to be,

Your most obedient servant,

[signature]

for General Secretary to Government.

I am directed to forward herewith a copy of the report of Committee appointed by Government to investigate the question the abolition of the levy of all tolls and of local taxes on or vehicles and to request you to be so good as to favour --- ernment with the views of the District Board on the recommendations made by the Committee, so as to reach this Office not er than 31st December 1931.

L.B. 153-30—11

In all future correspondence please quote this
No. A.5.C.979/31-32
Encls. Three

OFFICE OF THE DEPUTY COMMISSIONER,
KOLAR DISTRICT.

Dated, Kolar, the 17th December *1931*.

REV. SECT. 26437 21 DEC.

GENERAL SECRETARY 21 DEC. 1931 No.....

A. V. RAMANATHAN, Esq, B.A.,
Deputy Commissioner,
Kolar District.

To

H.V.Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of Mysore,
Bangalore.

Sir,

Abolition of Tolls and taxes on Motor Vehicles - Opinion of Municipal Councils.

With reference to your letter No.L.3834-51/L.B.153-30-15 dated the 25th November 1931, calling for the views of the Municipal Councils on the above subject, I have the honor to state that in this District the Municipal Councils of Kolar, Chintamani, Chickballapur, Malur and Gudibanda are levying Tolls. The Councils of Malur and Chintamani have furnished their resolutions agreeing to the proposed abolition provided the loss incurred by them in consequence thereof is reimbursed by Government in the manner set forth in their respective resolutions (sent enclosed herein). Copy of the Chintamani President's letter No. 176 dated 4th December 1931 is also enclosed. As soon as the resolutions from the remaining councils are received, I shall communicate them to you.

I have the honor to be,
Sir,
Your most obedient servant,

Treasury Asst.Commissioner,
For Deputy Commissioner,
Kolar District.

L.S.R.

(absent from station).

Letter No.176 dated Chintamani, 4th December 1931, from the President, Municipal Council, Chintamani, to the Deputy Commissioner, Kolar District.

With reference to your Memo No.A.5.P.R.161/31-32 dated 27th November 1931, forwarding a copy of the report of the Committee appointed by Government to investigate the question of abolition of Tolls and the local taxes on Motor Vehicles for opinion of the Municipal Coincul, I beg to report that the subject was placed before the Municipal Council at a special meeting convened on the 3rd instant and the Council were of opinion that they were all in full agreement with the proposals of the committee They are in favour of discontinuing the levy of tolls within the Municipal limits if they are credited with the average income realised by them during the last three years, under Tolls and License fees, which amounts to Rs.2749/- per annum.

A copy of the resolution of the Council is herein enclosed together with the statement showing the income realised from the tolls and license fees on motor vehicles during the last three years.

"Copy"

C.C. Nimmo

For Deputy Commissioner,
Kolar District.

Extract from the Proceedings of the Special Meeting of the Municipal Council, Chintamani held on the 3rd December 1931.

Subject No.1. [illegible]

RESOLUTION

The Council are in full agreement on the proposals of the Committee. They are in favour of discontinuing the levy of tolls within Municipal limits if they are credited with the average income realised by them during the last 3 years under Tolls and Licence Fees which amounts to Rs 2749/- per annum.

Krishna Rao,

President Town Municipal Council, Chintamani.

EXTRACT.

President,
Chintamani Municipali

1	Toll-gate	2020	-	-	3265	-	-	2505	-	-	7790	-	-	2597	-	-		
		1928-29			1929-30			1930-31			Total of 3 year							
2	Taxes on Motor Vehicles	217	8	-	135	-	-	105	-	-	457	8	-	152	-	-		

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated, Chitaldrug 23rd December 1931

GENERAL SECRETARY.
26 DEC. 1931
No.

REV. SECTT.
2719
L. S. A. BRANCH.

From

M. Seshadri Esquire M.A.,
Deputy Commissioner,
Chitaldrug District.

2643

To

R. Ranga Rao Esquire B.A.,B.L.,
General Secretary to Government,
B A N G A L O R E.

Sir,

With reference to your letter No.L.3834-57 L.B.153-30-15 dated 25th November 1931 calling for the views of the Municipal councils as are levying toll in this District on the recommendations made by the committee appointed by Government to investigate the question of the abolition of the levy of all tolls &c., I have the honor to forward herewith the views of the marginally noted municipal councils in the matter. The views of the Harihar Municipal council will be forwarded as soon as they are received here.

Chitaldrug. Davangere. Hiriyur.

I have the honor to be,
S I R,
Your most obedient servant,

Assistant Commissioner
for Deputy Commissioner,
Chitaldrug District.
(absent from Station)

సీ 1931 సి చిన్నంబాటి కొత్తపల్లి రెవిన్యూ గ్రామంలోని సర్వే నెంబర్ 1 లో చూడగా ఈ క్రింది విధంగా ఉన్నది

చేయడం కొన్ని చెట్లు చేయడం వలన వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు.

A.6.C 1143/31-32 తేదీ 26-11-31 సి చేసిన కుల

చెట్లు చేయడం వలన వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు.

ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు.

1928-29 లో 1560 — 1929-30 లో 1250 — 1930-31 లో 1205 — ఈ విధంగా 4015 — చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు. ఈ విధంగా వీరు కొన్ని రోజులు వ్యవసాయం చేసుకొని వారి కుటుంబాన్ని పోషించుకొనేవారు.

1338-5-4 ఫసలు ఖమ్మం జిల్లా కొత్తపల్లి రెవిన్యూ గ్రామంలోని సర్వే నెంబర్ 1 లో చూడగా ఈ క్రింది విధంగా ఉన్నది

ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు.

ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు. ఈ కుంటలో చాలా చెట్లు వ్యవసాయం చేసుకొనేవారు.

ಚಿತ್ರದುರ್ಗದಲ್ಲಿ ಬಿರ್ಪಡಿಸಲಾಗಿರುವ
ಸೆಷನ್ಸ್ ಕೋರ್ಟು ಮುಂದೆ ದಿನಾಂಕ 5-12-1931 ರಲ್ಲಿ
ನಡೆಸಲ್ಪಟ್ಟ ವಿಚಾರಣೆಗೆ ಹಾಜರಾಗಿದ್ದ ಸಾಕ್ಷಿಗಳ
ಹೆಸರುಗಳು :—

1 ಸಾಕ್ಷಿ ಎ - ಪಿರ್ಯಾದಿಯವರು ---
2 " ಬಿ - ಸಾಕ್ಷಿದಾರರು
3 " ಚಿಕ್ಕಪ್ಪ
4 " ಸಿಂಧಿ ಪೋಲೀಸ್ ಗಾರ
5 " ಕ್ಯೋಂದಿ ಸಾಹೆಬರ್ ಇನ್ಸ್‌ಪೆಕ್ಟರ್ ಸಾಹೆಬರು

Subject —

I ನೆಟ್ಟ ದಿವಾಳಿ ಶಿಕ್ಷೆಯಾಗಿರುವ ಅಪರಾಧಿಯ ಮೇಲೆ ಕೊಲೆ
ಪ್ರಯತ್ನ ಮಾಡಿದ ಸಂಬಂಧವಾಗಿ ಮೇಲೆ ಹೇಳಿದ
ಕೋರ್ಟಿನ ಮುಂದೆ ಆರೋಪಿಯು ಇಟ್ಟಿರುವ ಅರ್ಜಿಯ
ವಿಚಾರಣೆಗೆ ಸಂಬಂಧವಾಗಿ :—

Resolution —

ಈ ವಿಚಾರದಲ್ಲಿ ಸಾಕ್ಷಿದಾರರಿಂದ ಸಾಕ್ಷಿ
ರವರ ವಿಚಾರಣೆಯ ಕೋರಿಕೆಯಂತೆ ಈ ಪ್ರಾಸಿಕ್ಯೂಶನ್
ಪರ ವಕೀಲರಿಗೆ ನೋಟಿಸು ಜಾರಿ ಮಾಡಿಸಲಾಗಿತ್ತು. ಸದರ
ಕೋರಿಕೆಯಂತೆ ಈ ಪ್ರಾಸಿಕ್ಯೂಶನ್ ಸಾಕ್ಷಿಗಳನ್ನು
ಪರೀಕ್ಷೆ ಮಾಡಿ ಕೋರ್ಟಿನವರು ಅಭಿಪ್ರಾಯ
ಕೊಡುವುದಕ್ಕಾಗಿ ಕೋರಿಕೆ ಮಾಡಿದ್ದರಿಂದ ಅದರಂತೆ
ಮಾಡಲಾಗಿದೆ. ಸಾಕ್ಷಿಗಳ ವಿಚಾರಣೆ ಆದ ಮೇಲೆ

uncil, Davangere, held on 30th November 1931and continued on 1st December 1931.

President.

Abdur Razaq, Esquire, B.A., L.L.B., Assistant Commissioner, Davangere Sub-Division, Present.

Subject No. 37.

Read letter No. A. 6. C. 1143/31-32 dated 26th November 1931 from the Deputy Commissioner, Chitaldrug District forwarded with, letter No. L. 3834-51 L. 153-30-15 dated 25th November 1931 re: the abolition of the levy of all tolls and of local taxes on motor vehicles and requesting the views of the Municipal Council in the matter.

Resolution.

L. B. 153-30-18

URGENT

Office of the President, District Board,
Mysore District,

No. C. 829 L.B./31-32. Dated, Mysore, 19th December '31

22 27.88

From K. M. Krishnappa Gowda, Esq.,
PRESIDENT, DISTRICT BOARD,
MYSORE.

To
H. V. Ramasvami, Esq., M.A.,B.L.,
General Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

THROUGH THE DEPUTY COMMISSIONER OF MYSORE DISTRICT.

Sir,

SUBJECT:— Re: ABOLITION OF TOLL GATES.

With reference to your letter No.L.3834-51/L.B.153-30-1 dated 25th November 1931, calling for the views of the District Board on the recommendations of the Committee appointed by Government to investigate the question of the abolition of the levy of all tolls and of local taxes in the State, I have the honour to state that the matter was placed before the District Board at their meeting held on 12th December 1931. The Board are of opinion that they are in general agreement with the conclusions arrived at by the Committee, but they want to urge that while fixing the amount of compensation to be paid to the District Board consequent on the loss of income due to the abolition of the toll gates, the share of the District Board may be determined in the ratio of the income to be derived in future years also. They desire to impress on Government that if the total income of the Government shows any variation over the

4. Letter No.3834-51/L.B.153-30-15, dated 28th November 31 from the General Secretary to Government of Mysore, Bangalore, inviting the opinion of the District Board in the matter of the abolition of the levy of all tolls and of local taxes on motor -

L B 153-30-19

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated Chitaldrug,...27...th December....1931

FROM

M. SESHADRI, Esquire, M.A.,
Deputy Commissioner,
Chitaldrug District.

L 2757

GENERAL SECRETARIAT
2 JAN 1932

To

R. RANGA RAO, Esquire, B.A., B.L.,
General Secretary to Govt of Mysore,
B A N G A L O R E.

S i r,

In continuation of this Office No.A-6-C-1142 dated 24-12-1931 forwarding the views of certain Municipal Councils about the abolition of Toll gates in the State, I have the honour to forward herewith the views of the Harihar Town Municipal Council in the matter.

Subject

Resolved that the Council is not for the abolition of the toll, but if the Govt. insists upon its abolition they can do so provided that income of the municipality from this source is guaranteed. The average income for the past three years works up to Rs 9000/-, and as there is every probability of the increase in future, the Government should guarantee an income of Rs 10,000/- to the municipal

L.13.153-30-20

OFFICE OF THE DEPUTY COMMISSIONER,
KOLAR DISTRICT.

In future correspondence please quote this
No. L.Dis.A5-C.979/31-32.
Encls. Four only.

Dated, Kolar, the 31st December *1931*

FROM

A. V. RAMANATHAN, ESQ, B.A.,
Deputy Commissioner,
Kolar District.

GENERAL SECRETARIAT 2 JAN. 1932 To No. A5

L. S. G. BRANCH.

R.Ranga Rao,Esq.,B.A.,B.L.,
SECRETARY TO GOVERNMENT OF MYSORE,
General *Department;* --
~~Bangalore~~.

Abolition of Tolls and of Taxes on Motor vehicles - opinion Municipal Councils.

In continuation of this office No.A5-C.979/31-32 dated the 18th ~~January~~ Dec 1931 forwarding the opinion of Malur and Chintamani Municip Councils on the above subject, I have the honour to send herein enclosed the resolutions of Gudibanda, Chickballapur and Kolar - Municipal Councils. The Gudibanda Council has agreed to the - abolition of Toll etc., provided the Council is reimbursed to the extent of Rs. 500/- a year. The Chickballapur Council are not in favour of the abolition of Toll and taxes on motor vehicles. I am opinion that this resolution is untenable and may be vetoed, if the majority of the local bodies agree to the report. The Municipal Council, Kolar are agreeable to the recommendations of the Committe provided they are reimbursed to the extent of about Rs. 6,638/- being the total of the average income for three years from Toll and Taxes on vehicles and provided, the Motor vehicles, which may hereafter b owned by the Municipality and ambulence cars are exempt from this provincial taxation.

I have the honour to be,
Sir,
Your most obedient servant,

Treasury Assistant Commissioner
For Deputy Commissioner,
Kolar District.
(Absent from station).

A.R.31/12/31.

— The Council agree in gen
vits the recommendations of the
ommittee The average income
from toll for the years 1928—2
29-30 and 30-31 is Rs 5512
and the average income from mu
ipal taxes on Vehicles for the
same 8 years is Rs 1125-00.
proposals of the Committee m
be sanctioned and given
effect to on the conditions
this municipality is paid
average income of Rs 6637-
yearly exclusive of collectio
charges on these items (whic
is almost negligible in this
municipality) and the said

PROCEEDINGS OF THE ORDINARY MEETING OF THE TOWN MUNICIPAL COUNCIL CHIKBALLAPUR HELD ON 18th December 1931.

Present.

HYDER ALI KHAN, Esquire, Assistant Commissioner & President.

28 Read Memo No A 5 P.R. 161/31-32 dated 27-11-31 from the Deputy Commissioner, Kolar District calling for the further resolution of the Council on the report of the Tolls abolition Committee read over and discussed.

It was resolved that the present system which is - advantageous may continue.

PROCEEDINGS OF THE SPECIAL MEETING OF THE CHIKBALLAPUR TOWN MUNICIPAL COUNCIL HELD ON 30th November 1931.

Present

HYDER ALI KHAN, Esquire, Assistant Commissioner & President.

XX XX XX XX

3. Read letter No.A.5.P.R. 161-31-32 dated 27-11-31 calling for opinion of the Council in the matter of abolition of Tolls Etc.

Resolved that the levy of toll at the Municipal Toll Gates and the taxation of Motor Vehicles form a substantial revenue to Municipality this levy cannot be abolished in view of the fact that the Municipali has to incur heavy expenditure in maintaining roads in the Municipal limits.

xx

Signed/ HYDER ALI KHAN,
President.
30-11-1931.

" Extract "

Hyder ali khan
President.

1931 వ సంవత్సరం కార్యవర్గం 12 మంది. కుడి చెంతవుని
వెంబరు గల సీటు నందలి సభ్య special meeting కి రావలెను

(1) పురాతన శిలాపురుష శిలాచారములు అయిన AS. pr 161/31-32
dated 27/11/31 వ సంవత్సరం ఆర్డర్
తేదీన శిలాచారం ఇవ్వడం జరుగుట, ఇకపై పనివారు చేసిన ఆదాయ
వ్యయాలు, ఆర్థం చూసి తేదీ వచ్చేసరికి బిల్లులు చూసి రాయడం జరుగుట
అంటే, 13-12-31 నాటి ... ఖర్చులు అంటే 4 గం.ల ఆర్థిక్యకూడి
రుసుము

ఇట్లు, ... venkatarao garu
12/12/31 president

13-12-31

తేదీ పురాతన శిలాపురుష 29-30 నాటి సంవత్సరం కార్యవర్గాల్లో నిర్ణయించిన
ఆదాయ ఖర్చులు 700-00 30-31 నాటి ఖర్చులు 675-00 31-32 నాటి
ఖర్చులు 350-00 మొత్తం ఖర్చులు కలిపి 1725-00 ఇందులో
వసూలు 575-00 అయితే - 75 రూ॥ మొత్తం ఖర్చు అంటే అయిన 500 రూ॥
మొత్తం కలిపి వసూలు చేసిన రసీదు పుస్తకాలు - సభ్యులు రసీదు పుస్తకాలు
చూసుకుని వసూలు చేసిన మొత్తం తిరిగి ఇవ్వవలసిన పుస్తకాలు
ఇవ్వడం జరుగుట

E.B. 153-30-21

OFFICE OF THE PRESIDENT.
ity Muncipal Council, Mysor
Dated 4th January 1932.

GEN. REV. SECTN
2800
7 JAN.
L. S. G. BRANCH

T.G.RAMA IYER, Esq., B.A.

President. City Municipal Council,

MYSORE.

GENERAL SECRETARY
6 JAN. 1932
No.

The Secretary to Gover[illegible],

Gener[illegible] Department,

BANGALORE.

RR 6/1/32

Sir,

With reference to your letter No.L.3834-51 L.B.153-30-15, dated 25th November 1931, forwarding a copy of the report of the Committee appointed by Government to investigate the question of the abolition of the levy of all tolls and of local taxes on Motor Vehicles and calling for the views of the Mysore City Municipal Council on the recommendations made by the Committee, I have the honour to forward herewith a copy of the Memo dated 10th December 19 together with a copy of the Council's Resolution No.191 dated 19th December 1931 on the subject, reproduced below:-

Resloved that in view of the comitment of the Municipal Council to meet the instalments of the tarring loan partly out of increased revenue from tolls, this Council is opposed to the abolit of Municipal tolls in this City. Should however Government desire to abolish such tolls for the sake of uniformity, the Council should be compensated on the basis of the current year's income from tolls and vehicle tax and not on the average of the last three years unless the Government is pleased to waive their claim for repayment of a part of the tarring loan to the extent proportionate to the loss caused to the resources of the Council to pay

I request that Government may be pleased to favourably consider the Resolution of the Council referred to above while passing orders on this subject.

I have the honour to be,

Sir,

Your most obedient servant,

Rajendra Prasad

PRESIDENT

In the report of the Committee appointed by Government to investigate the question of abolition of the levy of all tolls and of local taxes on Motor Vehicles, received with General Secretary's Letter No.L.3834-51/L.B.153-3015 dated 24/25th November 1931, it is proposed in Para 29 thereof to compensate the loss consequent on the abolition of tolls sustained by the Local Bodies to the extent of the average annual income of the Local Body during the three preceding years from such tolls or vehicle tax on Motor Vehicles or both, as the case may be

Proceedings of the 8th (Ordinary) meeting of the Mysore City Municipal Council, held in the Council Chamber on Saturday the 19th December 1931 at 4 P.M.

Present.

T.G.Rama Iyer, Esq., B.A., President

1. M.Ramaswamy, Esq., Vice-President.
2. M.Rama Rao, Esq., B.A.,B.L.,
3. M.K.Krishna Rao, Esq.,
4. P Sitaramiah, Esq., B.A.,B.L.,
5. C.Narasimhiah, Esq., B.A.,B.L.,
6. P.S.Ramaswamy Iyengar, Esq.,
7. T.S.Ali Khan, Esq.,
8. C.Doddajavarappa, Esq.,
9. K.N.Venkatakrishniah, Esq., B.A.,
10. M.Venkatakrishniah, Esq.,
11. A.Krishna Rao, Esq., B.A.,B.L.,
12. S.Krishnaswami Rao, Esq., B.A.,LL.B.,
13. N.P.Rangadhamaiya, Esq.,
14. T.Thammanna, Esq.,
15. Dharmaprakasa D.Banumiah, Esq.,
16. A.R.Srikanta Sharma, Esq.,
17. H.C.Dasappa, Esq., B.A.,LL.B.
18. W.H.Thorbald, Esq.,
19. M.K.Madhava Rao, Powar, Esq.,
20. Hakim Mahamed Khasim Ansari,Khaji, Esq.,
21. Fida Hussain, Esq.,
22. Sister E.Tomkinson.
23. Mahamed Sait, Esq.,
24. K.Dhanakoti Chetty, Esq.,
25. T.Virupakshiah, Esq.,

Absent.

1. H.L.Devaraj Urs, Esq.,
2. A.J.Ram, Esq.,
3. P.N.Sangappa, Esq.,
4. V.T.Armugum Modaliar, Esq.,

191. Letter No.L.3834-51.L.B.153-3015 dated 25th November 1931 from the General Secretary to Government forwarding a copy of the report of the Committee appointed by Government to investigate the question of the abolition of the levy of all tolls and of local taxes on Motor Vehicles, and requesting to communicate the views of the Municipal Council on the recommendations made by the Committee.

Resolution-- Resolved that in view of the comitments of the Municipal Council to meet the instalments of the tarring loan partly out of increased revenue from tolls, this Council is opposed to the abolition of Municipal tolls in this City. Should however

Government desire to abolish such tolls for the sake of uniformity the Council should be compensated on the basis of the current year's income from tolls and vehicle tax and not on the average of the last three years unless the Government is pleased to waive their claim for repayment of a part of the tarring loan to the extent proportionate to the loss caused to the resources of the Council to pay their instalments

FROM

Captain G. Kirkbride,

SECRETARY TO THE HON'BLE THE RESIDENT IN MYSORE.

To

The General Secretary to the Government of

His Highness the Maharaja of Mysore.

GENERAL SECRETARY
7 JAN 1932
No. 85

Dated Bangalore, 6th Janv. 1932.

Subject.

ABOLITION OF TOLLS.

SIR,

I am directed to refer to paragraph 3 of your letter No. Pol.291/L.B.153-30-13, dated the 3rd September, 1931, regarding the question of the abolition of tolls and of local taxes on motor vehicles in Mysore State.

2. The Hon'ble the Resident agrees that, in the matter of tolls, there should, as far as possible, be reciprocity between the Civil and Military Station of Bangalore, Mysore State and the neighbouring British Indian Provinces. The main object of the proposed legislation in Mysore appears to be to remove the inconveniences which toll gates cause to fast moving traffic, and to this extent, the Resident is prepared to take steps to introduce the necessary legislation in the Civil and Military Station, in due course.

3. As regards tolls on <u>other</u> vehicles, the Committee appointed by the Government of Mysore observe in paragraph 10 of their Report that "as the bulk of the revenue is from motor traffic, it will not be worth while to retain the toll gates merely to tax the other traffic". While this may be the case, so far as Mysore State is concerned, the position is different in the Civil and Military Station of Bangalore, where, only

about 1/10th of the toll revenues is derived from motor vehicles. In order to make up the loss of revenue resulting from the total abolition of tolls by enhanced taxes on motors it would be necessary to double the taxes on motor vehicles The Hon'ble the Resident considers that this would be very unfair to, and would cause great hardship on, the owners of motor vehicles in the Civil and Military Station.

LB-153-30-23

OFFICE OF THE PRESIDENT, DISTRICT BOARD,
TUMKUR DISTRICT,

Dated, Tumkur, the 29th December 1931

GENERAL SECRETARY. 20 JAN 1932 552/31-32 LS.9

From

D. S. MALLAPPA, ESQ., M.L.C.,
PRESIDENT, DISTRICT BOARD,
TUMKUR DISTRICT, TUMKUR.

GENL & R.D. 2937 L. S. G. BRANCH.

To

R. RANGA RAO, ESQ., B.A., B.L.,
GENERAL SECRETARY TO THE GOVERNMENT
OF HIS HIGHNESS THE MAHARAJA OF MYSORE,
BANGALORE.

Through

THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT, TUMKUR.

Sir,

With reference to your letter No. L. 3834-51/L.B. 153-30-15 dated 25th November 1931 requesting me to intimate the views of the Board on the recommendations made by the Committee appointed by Government to consider the question of abolition of tools etc., I have the honour to state that the matter will be placed before the next meeting of the Board which is proposed to be held in February 1931 and the decision of the Board will be communicated to you.

THE DEPUTY COMMISSIONER 5509 DEC 31 1931 TUMKUR DISTRICT.

I have the honour to be,

s i r,

your most obedient servant,

K. Narayana Setty,

For President, District Board,
Tumkur District

No. L 5509

Forwarded with compliments.

Deputy Commissioner

D.O. 163
31-32

Dear Mr. Subba Ra

I am in receipt of your D.O.No.L.5130-44/L.B. 15-3-30 dated 19th January 1932, requesting an early reply in the matter of the abolition of toll and local taxes on Motor Vehicles, and in reply I write to state that the subject is kept for consideration at a special meeting of the Council.

The opinion of the Council will be communicated to you in due course.

Yours sincerely,

A. Subba Rao, Esq., B.A., B.L
Assistant Secretary,
Local Self Government Branch,
Bangalore.

M N R.

In all future correspondence please quote
No. C 5082-7 31-32
ENCLS. —

L.B. 153-30-2

OFFICE OF THE PRESIDENT, DISTRICT BOARD
Chitaldrug, dated 12th Jany *193* 2

FROM

G. CHANNAPPA, ESQ., B.A., LL.B.,
PRESIDENT, DISTRICT BOARD,
CHITALDRUG DISTRICT.

GENERAL SECRETARIAT
TO 15 JAN 1932
ACK

DEPUTY COMMISSIONER'S OFFICE.
CHITALDRUG.
JAN 12 1932
No. 457

The GENERAL SECRETARY TO THE GOVT. OF HIS HIGHNESS THE MAHARAJA OF MYSORE,
BANGALORE.

(Through the Deputy Commissioner, Chitaldrug District.)

Sir,

With reference to your letter No. L. 3834-51/L.B. 153--30-15 dated the 25th November 1931 calling for the views of the District Board in regard to the abolition of the levy of all tolls &c, I have the honor to state that the matter will be placed before the District Board at their meeting to be held on 6th February 1932 and their opinion will be furnished soon after.

C1. SK. 10457 31-32

2877

Forwarded with compliments

I have the honor to be,
Sir,
Your most obedient servant,

Deputy commissioner
Chitaldrug District

President.

RR 15/1/32

RR 15/1

mr mr 13
25

OFFICE OF THE DEPUTY COMMISSIONER,
KADUR DISTRICT.

Chikmagalur, dated...23rd...January.....193 2.

FROM

C. S. KUPPUSWAMIENGAR, ESQUIRE.,
Deputy Commissioner,
Kadur District.

GEN. SECRETARY 2998 25 JAN. 1932 L. S. G.

To

R. RANGA RAO, Esquire, B.A., B.L.,

GENERAL SECRETARY. 25 JAN. 1932 No.

Secretary to the Government of His Highness
the Maharaja of Mysore,
General *Department,*
BANGALORE.

SIR,

With reference to your letter No.L.3834-51/L.S.153-30-15 dated the 24th November 1931, requesting to obtain and forward the views of the Municipal Councils in the matter of the abolition of all tolls and of local taxes on motor vehicles, I have the honour to state that there are in all 9 Municipalities in this District, including that of Sringeri recently constituted and that none of them are levying toll.

2. Copies of resolutions passed by the marginally noted Municipal Councils are herein enclosed. The President of the remaining Municipal Councils of Chikmagalur, Kadur and Birur have not yet sent their reports, which will be submitted to

1. Tarikere.
2. Mudigere.
3. Koppa.
4. Narasimharajapura.
5. Ajjampura
6. Sringeri.

Appeal No. A1-1936/M.32

1/12/93 - Shri [illegible]

[illegible]

[illegible]

[

1932 సం॥ ఇష్టి జనవరి నెల తారీఖు 19 వ॥ మంగళవారము సాయంత్రము 5 గంటలకు
సభ్యుల ప్రత్యేకసమావేశము మునసబ్గారి ఆఫీసులో జరిగినది
సభ్యులు హాజరైన వివరము

X X X

No.	Subject	Resolution
VII	ఆఫీసులో వేసవి చలువ పందిరి వేయుట గురించి	పైవిషయమును గురించి చర్చించి పందిరి వేయవలసినదని తీర్మానించినారు. ఇదివరలో 32 సం॥ వేసిన పందిరి మరమ్మతు చేయించి వేయవలసినదని తీర్మానించినారు. అందుకు అయ్యే ఖర్చు మునసబ్గారి సొంతము.

"Extract"

for President.
11/1/32

Sd/- G. Ramachandra Rao
President
తా॥ 10/1/1932

ఇట్లు చిత్తగింపుకు నివేదించు ఆర్థిక మరియు పునర్వ్యవస్థీకరణ శ్రీనివాసులు 15-1-32

× × × × × × ×

(2) చేంబూరు కాలనీ మరియు ఘాట్‌కోపర్ రుక్ష్మా
కొండలరాజు గారు మరియు వారి భార్యలకు
చెందిన పరిధిలో ఉన్న ఇళ్ళ స్థలాలు
మరియు ఘాట్‌కోపర్ కాలనీలో ఉన్న
ఇళ్ళ స్థలాలు మరియు ఇళ్ళ నిర్మాణాలు
రు. ఆ. ఆ. శ్ర. నాగరాజ No A1-1936/31-32లో-
పెట్టుకొనుటకు విజ్ఞప్తి.

ఇట్లు విధేయుడు
L. Muni Raju
శ్రీనివాసులు.

(Sd) ఎ. మరియన్నా ఎంపురాజు
శ్రీనివాసులు
పునర్వ్యవస్థీకరణ శాఖ—

OFFICE OF THE PRESIDENT
No.....
Date.....
SRINGERI MUNICIPALITY

Proceedings of the meeting of the Sringeri Municipal Council held on 26th December 1931

III ಬಹಳ ಅವಶ್ಯ ಕೆಲಸಗಳು ಆಗಬೇಕಾಗಿದ್ದು ಕೆಲವು ತಿಳಿಸಿದ್ದಾರೆ ಸಭೆಯಲ್ಲಿ ಸಭಾಧ್ಯಕ್ಷರು ಸೂಚಿಸಿದ ಪ್ರಕಾರ ಸಭೆಯನ್ನು ಮುಂದೂಡಲಾಯಿತು. ಮುಂದಿನ ಸಭೆಯು ಸಹ Council ಕಛೇರಿಯಲ್ಲಿ ಆಗಬೇಕೆಂದು ತೀರ್ಮಾನಿಸಲಾಯಿತು. ಈ ತೀರ್ಮಾನವನ್ನು ಕಛೇರಿ ಪತ್ರ A, — 1936/31-32 ದಿನಾಂಕ 3-12-1931 ರಲ್ಲಿ ಅವಶ್ಯ ಕ್ರಮ ಕೈಗೊಳ್ಳಲು ತಿಳಿಸಿದೆ.

Resolution

ತೀರ್ಮಾನಿಸಿದ ಅಂಶ — ಇಂತಿಷ್ಟು ಅಭಿವೃದ್ಧಿ ಕೆಲಸಗಳನ್ನು ಮಾಡಬೇಕಾಗಿದ್ದು, ಸಭೆಯಲ್ಲಿ ಸಭಾಧ್ಯಕ್ಷರು ಸೂಚಿಸಿದ ಪ್ರಕಾರ ಸಭೆಯನ್ನು ಮುಂದೂಡಲಾಯಿತು. ಮುಂದಿನ ಸಭೆಯು ಸಹ Council ಕಛೇರಿಯಲ್ಲಿ ಆಗಬೇಕೆಂದು ತೀರ್ಮಾನಿಸಲಾಯಿತು. ಈ ತೀರ್ಮಾನವನ್ನು ಕಛೇರಿ ಪತ್ರ A, — 1936/31-32 ದಿನಾಂಕ 3-12-1931 ರಲ್ಲಿ ಅವಶ್ಯ ಕ್ರಮ ಕೈಗೊಳ್ಳಲು ತಿಳಿಸಿದೆ.

GENERAL SECRETARY TO THE GOVT. OF HIS HIGHNESS THE MAHARAJA OF MYSORE,

BANGALORE.

SEN 23038

RG 26/1/32

(Through the Deputy Commissioner, Chitaldrug District.)

Sir, 13/2

L. S. G. BRANCH

With reference to your letter No. L. 5130-44/L.B. 153-30- dated the 19th instant calling for the views of the District Board on the recommendation of the committ appointed to consider the question of the abolitior tolls and local taxes on motor vehicles, I beg to i your kind reference to my letter No. C 5087 dated 31-32 on the subject and to state that this subject has b included in the agenda of the next meeting of the I Board to be held on 6th February 1932 and their vie furnished to you immediately after the meeting.

In all future corresqondence please quote
No..... HC 36 / 31 37
Encle.

OFFICE OF THE PRESIDENT DISTRICT BOARD, KOLAR.

Dated the 23rd Jany. *193* 2.

From

L. VEMAREDDI ESQR.

President, District Board, Kolar.

REV
3032

R. RANGA RAO, Esq., B.A., B.L.,
SECRETARY TO THE GOVERNMENT OF MYSORE,

General Department,

BANGALOI

GENERAL SECRETARY
26 JAN.
No.....

Sir,

With reference to your letter No.L.3834-51 dated 25th Novr.1931
L. B.153-30-15
and subsequent reminder thereon dated 19th Jany.1932 calling for the views of the District Board on the recommendation of the Committee appointed by Government to consider the question of abolition of all tolls and local taxes on Motor Vehicles, I have the honour to state that the matter could not be considered by the District Board at their meeting held on 14-12-31 for want of time. It will be placed again before the District Board on 14-3-1932 when they are expected to meet and their resolution communicated to Government after the said date.

I have the honour to be,
S i r,
Your most obedient servant,

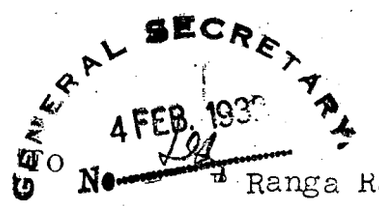
P r e s i d e n t,
District Board, Kolar.

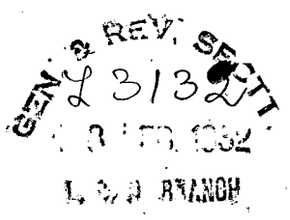
Office of the Deputy Commissioner,
Mysore District.

ed Mysore, 2nd. February *193* 2

FROM

S. ABDUL WAJID, ESQ., B.A.,
Deputy Commissioner,
Mysore District.





TO Ranga Rao, Esq., B.A., B.L.,

Secretary to the Government of Mysore,
General Department, *Bangalore.*

SIR,

Opinion of the Municipal Councils re: abolition of the levy of tolls and of local taxes on Motor Vehicles.

With reference to your letter No. L.3834-51 B.B.153-30-15 ated 24/25th.November 1931 requesting to intimate the views the Municipal Councils levying toll on the recommendations of ie Committee appointed to investigate the question of the aboli- ion of the levy of all tolls and of local taxes on Motor vehicles have the honour to forward herewith extracts from the resolutions the marginally noted Municipal Councils in which toll is levied.

The recommendations of the Committee are acceptable to these

తే. 15. 12. 1931 వ తేదీ. — Special Meeting. —

మీటింగుకు వచ్చిన సభ్యుల పేర్లు:—

ప్రెసిడెంటు —

వైస్ ప్రెసిడెంటు —

కార్యదర్శి —

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]

తీర్మానములు:—

1. 38 34 - 51 - 4 ఎ. 1 బి. 3 సి. 30 - 15 డి. సర్వే నం. గల భూమి [illegible] 26 - 11 - 31 తేదీన [illegible] డిక్రీ ప్రకారం [illegible] 3 - 12 - 31 తేదీన [illegible] నం. డి 3 33 02 / 30 - 31 సర్వే నం. గల భూమి [illegible]

ఈ మునసబీ కోర్టులో మునీకరించుకొన్న [illegible] ఆ తరువాత మునసబు గారు [illegible] ఆ తరువాత [illegible] ఆ తరువాత [illegible] ఆ తరువాత

ಅಂಗವಿಕಲರಿಗೆ ವಸತಿಯೋಜನೆಯಡಿಯಲ್ಲಿ ಮನೆ ನಿರ್ಮಾಣಕ್ಕಾಗಿ ಸಹಾಯಧನ ಮಂಜೂರು ಮಾಡುವ ಬಗ್ಗೆ

ಮಾನ್ಯರೇ,

ಅಂಗವಿಕಲರಿಗೆ ವಸತಿಯೋಜನೆಯಡಿಯಲ್ಲಿ ಮನೆ ನಿರ್ಮಾಣಕ್ಕಾಗಿ ಸಹಾಯಧನ ಮಂಜೂರು ಮಾಡುವ ಬಗ್ಗೆ ಈ ಕೆಳಕಂಡಂತೆ ಸೂಚಿಸಲಾಗಿದೆ.

ಅಂಗವಿಕಲರಿಗೆ ವಸತಿಯೋಜನೆಯಡಿಯಲ್ಲಿ

ಮೇಲುಕೋಟೆ, ಮುನಿಸಿಪಲ್ ಕೌನ್ಸಿಲ್ಲಿಗೆ ಸೇರಿದ ಪಟ್ಟಣ ಪ್ರದೇಶದಲ್ಲಿ

ಈ ನಿಷ್ಕರ್ಷೆಯಿಂದ ಮಾಡಲಾದ ೧-೪-೧೯೩೧ ನೇ ಮುಖ್ಯಂ ಕಿ ಪ
ರಿಂದ ೩೦-೯-೧೯೩೧ ನೇ ದಿನ ವರೆಗೆ ಕೆಲವು ಕಾರ್ಯಗಳ ನಿಮಿತ್ತ ಮೇಲುಕೋಟೆ ಪಟ್ಟಣಕ್ಕೆ ಬಂದು
ಸಂಚಾರಮಾಡುವ ನಿಮಿತ್ತ ಮಾನ್ಯ ಮಹಾರಾಜ ಶ್ರೀ ಕೃಷ್ಣರಾಜ ಒಡೆಯರವರಿಂದ ಕೊಡಲ್ಪಟ್ಟ ಅಧಿಕಾರ
ವಿರುವಕಟ್ಟಿಸಿರುವ ಪಟ್ಟಣ ಪ್ರದೇಶದಲ್ಲಿ ಕಿ. 15-11-1931 ರಿಂದ ಸ್ಥಿರವಾದ ಅಧಿಕಾರವನ್ನು
ಪೈಕಿಗಳು ಅಂಗೀಕರಿಸಿ ಅಲ್ಲಿಂದ ಹೊರಟ ಮೇಲೆ ಅವರು "ಈ ಮುಂಚಿನ
ಕಾಂಗ್ರೆಸ್ ಮಹಾಸಭೆಯ ಅಧ್ಯಕ್ಷರಿಗೆ ಕರೆಯಲ್ಪಟ್ಟ ಸಂಸ್ಥಾನದಲ್ಲಿ ಸಂಚಾರ
ಮಾಡುವಾಗ ಪ್ರಾಂತೀಯ ಅಧಿಕಾರಿಗಳಿಂದ ಮಾಡಲ್ಪಟ್ಟ ಸತ್ಕಾರಗಳನ್ನು ಸ್ವೀಕರಿಸಿದ್ದೇನೆ. ಆದರೆ
ಇಷ್ಟೊಂದು ಪ್ರಮಾಣದಲ್ಲಿ ಸತ್ಕಾರಗಳನ್ನು ಸ್ವೀಕರಿಸಿದ್ದು ಇದೇ ಮೊದಲು. ಇದು ಬರೀ ಸಂಭ್ರಮ
ಮಾತ್ರವಲ್ಲ, ಇದು ಪ್ರಜೆಗಳ ಪ್ರೀತಿಯ ಸಂಕೇತವಾಗಿದೆ, ಮತ್ತು ಈ
ಸಂಭ್ರಮವು ಕಾಂಗ್ರೆಸ್ಸಿನ ಕಾರ್ಯಕರ್ತರಿಗೆ ಮತ್ತು ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಗೆ ಹೆಚ್ಚಿನ ಉತ್ಸಾಹವನ್ನು
ಮತ್ತು ಶಕ್ತಿಯನ್ನು ಕೊಡುವುದೆಂದು ನಾನು ನಂಬಿದ್ದೇನೆ. ಈ ಸಂಭ್ರಮವು ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಗೆ
ಒಂದು ಹೊಸ ಆಶಾಕಿರಣವನ್ನು ಕೊಡುವುದೆಂದೂ ನಾನು ನಂಬಿದ್ದೇನೆ. ಈ ಸಂಭ್ರಮವು ಸುಮಾರು ೩೦-೩೫ ವರ್ಷಗಳ
ಹಿಂದೆ ಕಾಂಗ್ರೆಸ್ಸಿನ ಸಂಸ್ಥಾಪಕರಾದ ಶ್ರೀಯುತ ಹ್ಯೂಮ್ ಅವರು ಕಂಡ ಕನಸಿನ ಫಲವೆಂದು ನಾನು
ಭಾವಿಸುತ್ತೇನೆ."

ಈ ಪ್ರಕಾರ 1931ರಲ್ಲಿ ಮಾನ್ಯ ಮಹಾರಾಜರು ಕಾಂಗ್ರೆಸ್ಸಿಗೆ ಈ ಮೊದಲು ಕೊಟ್ಟಿದ್ದ
ಮಂಜೂರಾತಿಯ ಮೇರೆಗೆ ಮೇಲುಕೋಟೆಯಲ್ಲಿ ಕಾಂಗ್ರೆಸ್ಸಿನ ಕಾರ್ಯಕರ್ತರು ಸಂಚಾರ ಮಾಡಿದ್ದರು.
೦-೪-೦ ಪೂರ್ಣ ಪ್ರಮಾಣದ ಸತ್ಕಾರವನ್ನು ಪಡೆದಿದ್ದರು. ೧೦ ಎಕರೆ ವಿಸ್ತೀರ್ಣದ ಸ್ಥಳದಲ್ಲಿ
ಸಾಂಗ್ರೆಸ್ಸಿನ ಸಭೆಯನ್ನು ನಡೆಸಲು ಅನುಮತಿ ನೀಡಿದ್ದರು. ಸಭೆಯ ಕಾರ್ಯಕ್ರಮಗಳಿಗೆ ೦-೩-೦ ಪೂರ್ಣ
೦-೧-೦ ಪ್ರಮಾಣದ ಸತ್ಕಾರವನ್ನು ಪಡೆದಿದ್ದರು. ಸಭೆಯ ಕಾರ್ಯಕ್ರಮಗಳಿಗೆ ಸ್ಥಳೀಯ ಪೊಲೀಸರ
ಅನುಮತಿಯನ್ನು ಪಡೆಯಲಾಗಿತ್ತು.

ಮೇಲುಕೋಟೆಯಲ್ಲಿ ಕೆಲವು ಪ್ರಮುಖರು ಸೇರಿ ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಗೆ ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಂದಲೇ
ಮೇಲೆ ಹೇಳಿದ ಪ್ರಕಾರ ಮಾನ್ಯ ಮಹಾರಾಜರಿಂದ ಕೊಡಲ್ಪಟ್ಟ ಅಧಿಕಾರವನ್ನು ಪಡೆದು ಸಂಸ್ಥಾನದ
ಪ್ರಜೆಗಳಿಂದ ಶಿಕ್ಷಾರ್ಹರಾಗಿರುವಂತೆ ಮಾಡಲ್ಪಟ್ಟ ಪೊಲೀಸ್ ಅಧಿಕಾರಿಗಳ ಮೇಲೆ ಮೊಕದ್ದಮೆ ಹೂಡಲು
ಕಾನೂನಿನ ಸಲಹೆಯನ್ನು ಪಡೆದಿದ್ದರು. ಈ ವಿಷಯವಾಗಿ ಸಂಸ್ಥಾನದ ಅಧಿಕಾರಿಗಳ ಮೇಲೆ ಮೊಕದ್ದಮೆ ಹೂಡಲು
ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ಕಾನೂನಿನ ಸಲಹೆಯಿಂದ ತಿಳಿದುಬಂದಿತು. ಆದರೆ ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಂದ ಶಿಕ್ಷಾರ್ಹರಾಗಿರುವಂತೆ
ಮಾಡಲ್ಪಟ್ಟ ಪೊಲೀಸ್ ಅಧಿಕಾರಿಗಳ ಮೇಲೆ ಮೊಕದ್ದಮೆ ಹೂಡಲು ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ಕಾನೂನಿನ ಸಲಹೆಯಿಂದ
ತಿಳಿದುಬಂದಿತು. ಆದರೆ ಸಂಸ್ಥಾನದ ಪ್ರಜೆಗಳಿಂದ ಶಿಕ್ಷಾರ್ಹರಾಗಿರುವಂತೆ ಮಾಡಲ್ಪಟ್ಟ ಪೊಲೀಸ್ ಅಧಿಕಾರಿಗಳ
ಮೇಲೆ ಮೊಕದ್ದಮೆ ಹೂಡಲು ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ಕಾನೂನಿನ ಸಲಹೆಯಿಂದ ತಿಳಿದುಬಂದಿತು. ಆದರೆ ಸಂಸ್ಥಾನದ
ಪ್ರಜೆಗಳಿಂದ ಶಿಕ್ಷಾರ್ಹರಾಗಿರುವಂತೆ ಮಾಡಲ್ಪಟ್ಟ ಪೊಲೀಸ್

FROM

THE PRESIDENT,
Town Municipal Council,
Chamarajanagar.

TO

The Deputy Commissioner
Mysore District
Mysore

NO. 139/31-32

DATED 15-12-193

DESPATCHED

ENCLOSURES one

SIR,

With reference to your memo no. D3: 3302/30-31 dated 3-12-1931, regarding the abolition of the levy of all tolls and of local taxes on motor vehicles, I beg to state that the subject was placed at the general meeting of the Municipal Council held on 5-12-1931 for opinion.

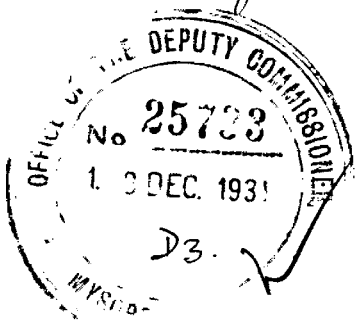
They have resolved that they have

no objection to the proposed abolition of the levy of all tolls and the tax on motor vehicles provided the Government will compensate the amount that is being realised at present by the Municipality on the motor vehicles.

An extract from the resolution passed in the matter is herein enclosed for information.

I beg to remain
Sir,
Your most obedient servant

For President



Office of the President,
Muncipal Council,
Dated, Mandya, the 27th Dec, 31.

No. 1403
01-32

From

R.A.Narasimha Iyengar, Esq., B.A., B.L.,
P R E S I D E N T,
Municipal Council,
M A N D Y A.

To

S.Abdul Wajid, Esq., B.A.,
Deputy Commissioner,
Mysore District,
M Y S O R E.

Sir,

With reference to your memo No.D3. 3302/30-31 dated 3rd instant, calling for the submission of a report re: the question of the abolition of the levy of all tolls etc, I have the honour to state that the subject was placed before the Municipal Council on 23/12/1931 and it was resolved that the recommendations of the Committee are comprehensive and acceptable to the Council.

A copy of the resolution in the matter is herewith enclosed for information.

I have the honour to be,
Your most obedient servant,

PRESIDENT,
Mandya.

MRN.

Mandya Municipal Council Ordinary Meeting

23rd December 1931.

Present

Absent

T.

X

VIII

ಸ್ವೀಕರಿಸಲು ಸಂಬಂಧಿಸಿದಂತೆ ಶ್ರೀಯುತ ಟಿ.ಎಸ್. ವೆಂಕಟರಾಮಯ್ಯನವರು motion ಮಾಡಿದ್ದು ಶ್ರೀಯುತ ಎಂ.ಎಸ್. ಪುಟ್ಟಣ್ಣಯ್ಯನವರು ಅನುಮೋದಿಸಿದ್ದು, ಸಾರ್ವಜನಿಕರು ಕೊಟ್ಟಿರುವ 3/12/31 ದಿನಾಂಕದ ಪತ್ರ ನಂ. 3302/30 ನ್ನು ಪರಿಶೀಲಿಸಿದ್ದು.

Resolved that the recommendations of the Committee are Comprehensive & acceptable to the Council & they be requested to take action on those lines as early as possible

(Sd) R. A. Narasimha Iyengar

President

"Extract"

President

From

The President
Town Municipal Council
Nanjangud.

To

The Deputy Commissioner
Mysore District
Mysore

No. 515 Genl
of 32
Dated 22-12-1931

Sir

With reference to your No. D3-3302-30-31 dated 3-12-1931 forwarding the copy of letter no. L 3834-51 R3/53-30-15 dated 25-11-1931 from the General Secretary to the Government of Mysore Calling for a report regarding the abolition of the levy of all Tolls and of local taxes on motor vehicles, I have the honor to state that the matter was placed before the Municipal Council in their meeting held on 19-12-1931 and they have resolved that the Conclusion of the Committee as summerised in para 32 be accepted, and that the amount as per para 32(6) i.e Rupees 12,032/- shall be credited with the amendment that the Council be entitled proportionately for the increase in the total income of the State derived by the provincial tax on motor vehicles. Copy of the resolution is herewith submitted for reference.

I have the honor to be
Sir
Your most obedient servant

OFFICE OF THE COMMISSIONER
No 26571
21 DEC. 1931
D3
MYSORE DISTRICT.

Resolved that the conclusions
of the committee as summarised
in para 32 be approved insofar as
the answer as per para 32(c) is
Rs 12032/ and that the second sub
section be accordingly with the
amendment that the council
entitles to proportionately be
all the increase in the total in
of the state derived by the
provincial tax on motor vehi

M. Sundararaja Iyengar, Esquire, B.A.,

Deputy Commissioner,
Tumkur District, Tumkur.

GEN 30 JAN 1932
L. S. G. BRANCH

nga Rao, Esquire, B.A., B.L.,

Secretary to the Government of Mysore,
General
Department
Bangalore.

Subject:- Abolition of tolls and local taxes on motor vehicles in the State.

SIR,

With reference to your letter No.L. 3854-31/ L.B. 155-30-15 dated 24-11-1931 calling for the views of the Municipalities in the District in the matter of abolition of tolls and of local taxes on motor vehicles in the State, I have the honor to state that the Municipalities of Kunigal, Gubbi and Chiknaikanahalli are not in favour of abolition of the tax. The Tiptur Town Municipality is of opinion that the toll and mohatarfa on motor vehicles may be abolis on condition that any provincial tax that may be levied by Governme

FROM

K. V. Anantaraman, Esq., B.A.,
Deputy Commissioner,
Bangalore District.

GEN. & REV. SECTT.
3187
19 FEB 1932
L.B.C.

GENERAL SECRETARY
8 FEB 1932
No.

TO

B. Ranga Rao, Esq., B.A., B.L.,
General *Secretary,*
to the Government of Mysore.
Bangalore.

SIR,

Subject:—

With reference to your letter No.L-3834-51/L.B. 153-30-15 dated 24/25-11-1931, calling for the views of the Municipal Councils (levying toll in the Bangalore District) on the report of the Committee for the abolition of the levy of tolls and of local taxes on motor vehicles etc., I have the honour to enclose herein copies of resolutions passed by the Municipal Councils of Hoskote Anekal, Channapatna and Dodballapur in the matter, in which municipalities tolls are being levied at present. Rules for levy of tolls in (Closepet and Kankanhalli) municipalities have been sanctioned by Government but the toll gates have not as yet been opened in these places.

The municipal councils of Channapatna, Dodballapur and Aneka are agreeable to the abolition of the toll gates and local taxes on motor vehicles, if they are reimbursed every year to the exten

1931 ನೇ ಇಸವಿ ಫೆಬ್ರವರಿ ತಿಂಗಳು. ನಗರಸಭೆ ಕಾರ್ಯಕ್ರಮದಂತೆ ಅಧ್ಯಕ್ಷರು ಸಭೆಯನ್ನು ಪ್ರಾರಂಭಿಸಿ, ಈ ಕೆಳಕಂಡ ನಿರ್ಣಯವನ್ನು ಸರ್ವಾನುಮತದಿಂದ ಸ್ವೀಕರಿಸಲಾಯಿತು:-

present. K. P. Ramanathaiya Esq: M.A.

President

OFFICE OF THE PRESIDENT.
NO.
DATE.
TOWN MUNICIPALITY: CHENNAPATNA

೭) ಈ ಪಟ್ಟಣದ ಸ್ಥಳೀಯ ನಿಧಿಯಿಂದ ಸಂಗ್ರಹಿಸಲಾಗುವ ಸುಂಕದ ಮೊತ್ತವನ್ನು ಪುರಸಭೆಗೆ ಕೊಡಿಸಿಕೊಡಬೇಕೆಂದು ಸರ್ಕಾರವನ್ನು ಕೋರಲಾಯಿತು:-

7) The income from the municipal toll-gate of this town works out to an average of Rs 8250/- per year, and that therefore Government be requested to compensate the municipal Council to this extent if the toll-gate were to be abolished in entirety and that if the Tolls on motor vehicles only were to be abolished and the municipal council permitted to run the toll-gate for other purposes the municipal council be compensated to an extent of Rs 3080/- which is the average income of the municipal council from the tax and toll on motor.

ಸಾಮಾನ್ಯ ಸಭೆಯ ಪ್ರಾರಂಭದಲ್ಲಿ ಅಧ್ಯಕ್ಷರು ವಿಶೇಷ
ಸಭೆಯ ದಿನಾಂಕವನ್ನು ತಿಳಿಸಿದರು ಹಾಗೂ ಸಭೆ
ಮುಂದುವರೆಸಿ ಸದಸ್ಯರುಗಳಿಗೆ ಸಲಹೆ
ಸೂಚನೆಗಳನ್ನು ನೀಡಿ ಮೀಟಿಂಗ್ ಮುಗಿಸಿದರು
ಸಭೆಯಲ್ಲಿ ಚರ್ಚಿಸಿದ ವಿಷಯಗಳು ಈ ಕೆಳಕಂಡಂತಿವೆ
೧) ಸಾಮಾನ್ಯ ಸಭೆಯ ನಡವಳಿಕೆಗಳನ್ನು ದೃಢೀಕರಿಸುವುದು
೨) ೨೦೧೫-೧೬ ನೇ ಸಾಲಿನ ಆಯವ್ಯಯ ಪತ್ರಕ್ಕೆ
ಅನುಮೋದನೆ ನೀಡುವುದು ಹಾಗೂ ಸಹಿ ಮಾಡುವುದು
೩) ಇತರೆ ವಿಷಯಗಳು ಇದ್ದಲ್ಲಿ ಅವುಗಳ ಬಗ್ಗೆ ಚರ್ಚಿಸಿ
ತೀರ್ಮಾನಿಸುವುದು

(Sd). B. Srinivasa Iyengar

President

Extract

Sreenivasamurthy

President

27.1.32

(Camp) Bangalore City

ದಿನಾಂಕ 17/11/2017

ಇವರಿಗೆ

ಶ್ರೀ ಮಲ್ಲಪ್ಪ ಬಸಪ್ಪ ಮಾದರ

ಸಾ: ಮುರುಗಿ ತಾ: ಗೋಕಾಕ

ಜಿ: ಬೆಳಗಾವಿ

ಇವರಿಗೆ ತಿಳಿಸುವುದೇನೆಂದರೆ ನಿಮ್ಮ ಜಮೀನ ಸರ್ವೆ ನಂ. 3482/30-31 ಕ್ಷೇತ್ರವು ದಿನಾಂಕ 14-11-1931 ರಲ್ಲಿ ಸಾರ್ವಜನಿಕ ಕೆಲಸ ಕಾರ್ಯಕ್ಕಾಗಿ ಸ್ವಾಧೀನ ಪಡಿಸಿಕೊಂಡಿದ್ದು ಸದರಿ ಜಮೀನಿಗೆ ಪರಿಹಾರವಾಗಿ ರೂ. 1,00,000/- ಗಳನ್ನು ಮಂಜೂರು ಮಾಡಲಾಗಿದೆ.

ಆದ್ದರಿಂದ ಸದರಿ ಹಣವನ್ನು ಪಡೆದುಕೊಳ್ಳಲು ನಿಮಗೆ ತಿಳಿಸಲಾಗಿದೆ.

OFFICE OF THE PRESIDENT.

Municipal Council,

DODBALLAPUR.

Dated.....*193*.....

సర్ 1931 నేడు ఇవ్వబడింది 11 నేడు తాత్కాలిక ప్రకారం చెల్లించి 8.0 రూపాయలు కొత్త చట్టం ప్రకారం చెల్లించవలసినదిగా కోరడమైనది

దయచేసి

1. శ్రీ వేంకటేశ్వరస్వామి వారు - క్రైస్తవులు
2. శ్రీ వెంకట్ చెల్లప్పగారు - క్రైస్తవులు
3. P.W.D. ఆఫీసర్లు
4. కుమారి కాంతమ్మగారు
5. S. G. సుబ్బరాయులుగారు
6. A. శ్రీనివాసులుగారు
7. A. ఆదినారాయణగారు
8. B. K. నారాయణస్వామిగారు B. A. L. B.
9. కొండారెడ్డి పుల్లారెడ్డి
10. T. అబ్బవరపాడు వెంకటేశులు
11. T. సుబ్బరాయులు
12. T. సుబ్బమ్మగారు B. A. B. L.
13. రామకృష్ణులు
14. M. సోదరులు
15. తాసిల్దార్ H. C. సుబ్బరాయులు

ఈ విషయమై తిప్పసముద్రం నుండి వెంకటేశ్వరులవారు చేసిన అభ్యర్థన ప్రకారం 28. 11. 31 నేడు ఇవ్వబడిన C2—3482—31 నెంబరు ద్వారా కొత్త చట్టం ప్రకారం చెల్లించవలసిన పన్ను 8 రూపాయలు మాత్రమే అని తెలియజేయడమైనది

ఇట్టి తేడాలు వల్ల పన్ను వసూళ్ళలో ఎంతో నష్టం కలుగుతుంది ఇట్టి సర్ 1931 నెలలో పన్ను వసూళ్ళు అయిపోయినట్లు తెలుస్తుంది. అందుచేత ఈ పన్నులను వసూలు చేయడానికి ఏదో ఒక ప్రత్యేక ఏర్పాటు చేయవలసి ఉంటుంది. అప్పటి వరకు పన్ను వసూళ్ళు వాయిదా వేయవలసి ఉంటుంది.

Section aa

File No. 153-30.

Serial No. 29

Pol. 864

Diary No. of letter replied to .....

No. Abolition of tolls

To The Secy to the Hon'ble the Resident in Mysore.

General and Revenue Secretariat

( )

the *193*

Date of issue 11-2-32

Signed by Sec'y R.R.

Sir,

I am to inform you that it is understood that it is proposed to amend in certain particulars the Madras Motor Vehicles Taxation Act of 1931, and that a bill on similar lines is under the consideration of the Madras Legislative Council. I am directed to request that a copy of each of the Madras & the C.P. bills on the subject may, if it be not inconvenient, be kindly obtained & forwarded as they are required for reference in connection with certain proposed legislation regarding Motor

LB 153-30-30

21

OFFICE OF THE DEPUTY COMMISSIONER,
HASSAN DISTRICT,

Dated, Hassan, the 9th February *1932.*

G. B. HEBLIKAR, ESQ., B.A., LL.B.,
DEPUTY COMMISSIONER, HASSAN DISTRICT.

R. RANGA RAO, Esq., B.A., B.L.;
Secretary to Government, General Department,

With reference to your letter No.L.3834-51 L.B. 153-30 dated 25-11-1931 forwarding for opinion of the Municipal Councils the report of the special committee appointed to consider the question of abolition of Tolls levied on Motor Vehicles etc., I have the honour to state that the opinions of the Municipal Councils of Hassan, Holenarasipur, Arsiker Chennarayapatna and Konanur were invited and copies of their resolutions on the subject are enclosed herein for reference.

2. It is seen therefrom that the Municipal Council of Holenarasipur are not in favour of the proposal. The other Municipal Councils except Chennarayapatna while agreeing to theproposal suggest some modification as regards the compensation payable to the several local bodies that will be affected by the proposal. They are of opinion that the compensation payable should not only be applicable to those local bodies which have now been levying tolls but should also extend to other bodies who have sent up proposals for opening out Toll gates for sanctio of Government of who intend to levy the toll in future

3. The President of the Hassan Town Municipal Council has stated that the Municipal Council have been getting a sum of Rs. 700/- from tax on motor vehicles per annum and a sum of Rs. 1200/- from the District Board as contribution from the District Fund Dudda Toll Gate. Their proposal to levy toll is now before Government and the Presider estimates the income from this source @ Rs. 6000/- a year. The Presid therefore requestes that the Municipal Council may be reimbursed to t

Extract from the Special meeting of the Hassan Town Municipal Council, held at 10 A.M., on the 5th December 1931

Subject: Deputy Commissioner's memo No.C.341-31 dated 28th November 1931, forwarding, for opinion, a copy of General Secretary's letter No.L.3834-5/L.B.153-30-15, dated 25th November 1931, in the matter of the abolition of all Toll Gates and local ~~Motor-Vehicle~~ Taxes on Motor Vehicles.

Resolution.

Resolved that the recommendations of the Toll Gate Abolition Committee, are acceptable to this Council with a modification of clause 6 of of para 32 of the report as follows:-

'That the Local Bodies be compensated for the loss of income due to the abolition of Tolls and local taxes, on the basis of the average income of these bodies from these sources during the preceding three years; or wherever proposals for the levy of tolls or v vehicle taxes are pending before Government for orders, on the basis of a fair estimate of the annual revenue which would have accrued to the Municipality, if the proposals had been sanctioned."

Copy,

President,
Town Municipal Council,
Hassan.

Extract from the proceedings of the Emergent Special Adjourned Meeting of the Municipal Council Town Municipality Holenarasipur held on 10-1-1932-

S.No 1 [illegible] C. 341-31 [illegible]
22-11-31

[illegible]

"Extract"

Sd/- K. R. Subbannachar
Vice President
Town Mu. Council
Holenarasipur

Sd/- [illegible]
President
Town Mu. Council
Holenarasipur

Dated 10/1/32

Memo.

ತಾ 1000 ಆ ನಿಲ್ಲ ತಕ್ಕಿಲ್ಲ ನಿ ಸಂ ಪ್ರಮಾಣ ತಗೆ 11-12-31 ಕೆ
ಬೆಳಿಗ್ಗೆ ಕಾರ್ಯಾಲಯದಲ್ಲಿ ಸಭೆ ಸೇರಿರುವ ಸದಸ್ಯರ
ಮುಂದೆ ಕೆಳಕಂಡ ವಿಷಯಗಳನ್ನು ಚರ್ಚಿಸಲಾಗಿದೆ.

Present M. Narain Rao Esqr BA.
President

X X X

I) ಮಾನ್ಯ ಶ್ರೀ ಕಾರ್ಯದರ್ಶಿಯವರು ತಮ್ಮ ಅಭಿಪ್ರಾಯವನ್ನು ತಿಳಿಸಿದ್ದಾರೆ ಸಂಬಂಧಪಟ್ಟ ಸಾಂಕೇತಿಕ ಪತ್ರವನ್ನು ಓದಿ ತಿಳಿಸಿರುತ್ತಾರೆ. ಸಾಂಕೇತಿಕ ನಂ C 341-31 ಕೆ ಪತ್ರವನ್ನು ಕಾರ್ಯದರ್ಶಿಯವರು ಓದಿದರು

ಸಾಂಕೇತಿಕ ಪತ್ರವನ್ನು ಓದಿದ ನಂತರ ಸದಸ್ಯರು ಅಭಿಪ್ರಾಯ ತಿಳಿಸಿದರು ಈ ಕಾರ್ಯಾಲಯದ ಕಾರ್ಯದರ್ಶಿಯವರು ಸಾಂಕೇತಿಕ ಪತ್ರದಲ್ಲಿ ಸೂಚಿಸಿರುವಂತೆ ಈ ಕಾರ್ಯಾಲಯದ ಸಿಬ್ಬಂದಿಯವರಿಗೆ ಸಂಬಳ ಕೊಡಲು ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ಅಭಿಪ್ರಾಯ ಪಟ್ಟರು. ಆದ್ದರಿಂದ ಈ ಕಾರ್ಯಾಲಯದ ಸಿಬ್ಬಂದಿಯವರಿಗೆ ಸಂಬಳ ಕೊಡಲು ಸಾಧ್ಯವಿಲ್ಲವೆಂದು ಅಭಿಪ್ರಾಯ ಪಟ್ಟರು.

Sd. M. Narain Rao
President
11/12/31

"Extract"
President
Municipal council
Chamarajapet
11/12/31

ಕಳೆದ ೩೦೦೦/ ಹಾಳಾದ ಪೈರಾಮಿಕ್ ಕಾಲದ
ಕೈಕೆಸರಿನ ಕೆಲವು ಪಾತ್ರೆಗಳು ಮತ್ತು ಕೆಲವು
ಮಾನವ ಮೂಳೆಗಳು ಪತ್ತೆಯಾಗಿವೆ. ಅವು ಬಹುಶಃ
ಕ್ರಿ.ಪೂ ೩೦೦೦ ವರ್ಷಗಳಷ್ಟು ಹಳೆಯವು ಎಂದು
ಅಂದಾಜಿಸಲಾಗಿದೆ. ಈ ಸ್ಥಳವು ಸಿಂಧೂ ನಾಗರಿಕತೆಯ
ಪೂರ್ವಭಾವಿ ಹಂತಕ್ಕೆ ಸೇರಿದ್ದು ಎಂದು ಪುರಾತತ್ವ
ಶಾಸ್ತ್ರಜ್ಞರು ಹೇಳಿದ್ದಾರೆ. ಸಂಶೋಧನೆಯ ಕುರಿತು
ಮಾಹಿತಿ ನೀಡಿದ ಪುರಾತತ್ವ ಶಾಸ್ತ್ರಜ್ಞರಾದ ಡಾ. ಸಂಜಯ್
ಕುಮಾರ್ ಅವರು, ಈ ಸ್ಥಳದಲ್ಲಿ ಕಂಡುಬಂದಿರುವ
ಪಾತ್ರೆಗಳ ಮೇಲಿನ ಚಿತ್ರಗಳು ಮತ್ತು ಅವುಗಳನ್ನು
ತಯಾರಿಸಿದ ವಿಧಾನವು ಸಿಂಧೂ ನಾಗರಿಕತೆಯ
ಪೂರ್ವಭಾವಿ ಹಂತಕ್ಕೆ ಸೇರಿದ್ದು ಎಂಬುದನ್ನು
ಸೂಚಿಸುತ್ತವೆ. ಈ ಸಂಶೋಧನೆಯು ಆ ಕಾಲದ
ಜನರ ಜೀವನ ಶೈಲಿ, ಆಹಾರ ಪದ್ಧತಿ ಮತ್ತು
ಸಾಂಸ್ಕೃತಿಕ ಬೆಳವಣಿಗೆಯ ಬಗ್ಗೆ ಹೊಸ
ಬೆಳಕನ್ನು ಚೆಲ್ಲಲಿದೆ ಎಂದು ಅವರು ತಿಳಿಸಿದರು.

Pol. 1218.

4563/31

OFFICE OF THE RESIDENT IN MYSORE,

ZB 153-30-35

Bangalore, 2nd April 1932.

ications
should be addressed
to the Secretary to the
Resident in Mysore,
Bangalore,
y designation and not by name.

3901
L

No. 2336 Enclos. 2
605 of 1931.

in original.

A copy of the marginally* noted letter, with enclosure, is forwarded with compliments, to the General Secretary to the Government of His Highness the Maharaja of Mysore, with reference to his letter No. Pol. 864/ .B.153-30-29, dated the 11th February, 1932.

*No. 138

dated the 17th March, 1932

from the Secretary to Government Central Provinces.

for Secretary to the Resident.

1/4

23—10-4-1934—5,000—RPB

vdv.

5/4

Letter No.138, dated the 17th March, 1932, from the Secretary to Government, Central Provinces, Legislative Department, to the Secretary to the Hon'ble the Resident in Mysore, Bangalore.

With reference to your letter No.1914/605 of 1931, I am directed to forward herewith a copy of the Central Provinces Motor Vehicles Taxation Bill, 1932 (I of 1932), as passed by the Central Provinces Legislative Council on the 23rd January 1932. The Bill has been submitted for the assent of His Excellency the Governor General.

"C O P Y"

Superintendent, Resident's Office.

[As passed by the Council on the 23rd January 1932.]

CENTRAL PROVINCES BILL No. I OF 1932

THE CENTRAL PROVINCES MOTOR VEHICLES TAXATION BILL, 1932

TABLE OF CONTENTS

PREAMBLE

Clauses.

1. Short title, extent and commencement.
2. Definitions.
3. Levy of tax.
4. Payment of tax before registration.
5. Grant of registration certificate.
6. Exemption from levy of tax.
7. Barring of civil and criminal suits.
8. Duration.
9. Power to make rules under the Act

Schedule of rates.

CENTRAL PROVINCES BILL No. I OF 1932

THE CENTRAL PROVINCES MOTOR VEHICLES TAXATION BILL, 1932

A Bill to impose a tax on motor vehicles in the Central Provinces.

WHEREAS it is expedient to impose a tax on motor vehicles in the Central Provinces for the upkeep and development of communications and whereas the previous sanction of the Governor General under sub-section (3) of section 80-A of the Government of India Act has been obtained to the passing of this Act; It is hereby enacted as follows:—

1. (1) This Act may be called the Central Provinces Motor Vehicles Taxation Act, 1932.

(2) It extends to the whole of the Central Provinces.

(3) It shall come into force on such date as the Local Government may, by notification, appoint.

2. In this Act unless there is anything repugnant in the subject or context—

(a) "registering authority" means the officer appointed by the Local Government to perform the duties and exercise the powers imposed or conferred upon a registering authority under this Act;

'motor vehicle" includes a vehicle, carriage or other means of conveyance propelled, or which may be propelled, on a road by electrical or mechanical power either entirely or partially;

motor cab" means a motor vehicle let or plying for hire in any public place and having seating accommodation for less than eight persons;

'motor cycle" means a self-propelled vehicle running on not more than three wheels fitted with a seat or seats but without a carriage body and weighing not more than 5 cwts.;

motor omnibus" means a motor vehicle let or plying for hire in any public place and having seating accommodation for eight or more persons;

otor lorry" means a motor vehicle used exclusively for the carriage of goods;

railer" means any vehicle drawn by, or attached to, a motor vehicle;

nladen weight" of a motor vehicle means the weight of the vehicle including all parts, equipments, stores, fuel, water, and accumulators [illegible] for or are ordinarily used

SCHEDULE

Description of motor vehicles

PART A.—PRIVATE VEHICLES

	Annual rate of tax.
	Rs.
Motor cycles.	
Not exceeding 200 lbs. in weight unladen...	5
Exceeding 200 lbs. in weight unladen ...	10
Additional tax for side-car or trailer ...	5
Other motor vehicles, excepting lorries.	
Not exceeding 15 cwt. in weight unladen...	15
Exceeding 15 cwt. but not exceeding 1½ tons in weight unladen ...	25
Exceeding 1½ tons but not exceeding 2 tons in weight unladen ...	35
Exceeding 2 tons but not exceeding 3 tons in weight unladen ...	100
Additional tax for each trailer ...	10

PART B.—MOTOR VEHICLES FOR HIRE

Motor cycles.	
Not exceeding 200 lbs. in weight unladen...	15
Exceeding 200 lbs. in weight unladen ...	30
Additional tax for side-car or trailer ...	10
Motor cabs and motor omnibuses.	
Seating capacity for passengers not more than 6.	40
Exceeding 6 but not exceeding 10 ...	80
Exceeding 10 but not exceeding 15 ...	140
Exceeding 15 but not exceeding 20 ...	160
Exceeding 20 but not exceeding 25 ...	200
And thereafter for each additional seat ...	50
Additional tax for each trailer ...	20

PART C.—MOTOR LORRIES, WHETHER PRIVATE OR FOR HIRE

Not exceeding 15 cwt. in weight unladen...	50
Exceeding 15 cwt. but not exceeding 1½ tons in weight unladen.	100
Exceeding 1½ tons but not exceeding 2 tons in weight unladen.	150
Exceeding 2 tons but not exceeding 3 tons in weight unladen.	250
Exceeding 3 tons but not exceeding 4 tons in weight unladen.	350
Additional tax for each trailer ...	50

The above taxes are for motor vehicles fitted with pneumatic tyres. A 50 per cent higher tax shall be levied on any motor vehicle fitted with solid rubber tyres.

In continuation of my letter No. C.508/31-32 dated 23rd Jany. 1932 calling for the views of the District Board on the recommendation of the committee appointed by government to consider the question of the abolition of all tolls and of local taxes on motor vehicles, I have the honor to submit herewith a copy of the resolution passed by the Board at their meeting held on 6th February 1932 to the effect that the proposal of the Special Committee may be accepted, provided the Government guarantees the District Board to commensate them annually to the extent of the loss sustained by them by the proposed abolition of the tolls, irrespective of the income derived by government by the levy of new taxes of motor vehicles.

Copy

Chairman

President.

OFFICE OF THE PRESIDENT,
BANGALORE DISTRICT BOARD.

No. L. Dis. C. 44-169/31-32. *Bangalore* 24th February *1932.*

25

From

V. VENKATAPPA, Esq.,
PRESIDENT, DISTRICT BOARD,
BANGALORE.

DEPUTY COMMISSIONER'S OFFICE
C2
26 FEB. 1932
No. 13370
BANGALORE DIST.

SECRETARIAT
21 FEB 1932
REVENUE SECTION

C 23401/30-31

GEN. & REVENUE DEPTT.
3 MAR 1932
G. BRANCH.

To

R. Ranga Rao Esqr, B. A., B. L.,
General Secretary to Government,
B a n g a l o r e.

Through:-

The Deputy Commissioner, Bangalore District.

Memo
Forwarded with Compliments.
Deputy Commissioner
Bangalore Dist.

SIR,

With reference to your letter No. L. 3834-51/L. B. 153-30-15 dated 24th November 1931 calling for the views of the District Board on the recommendation of the Committee appointed to investigate the question of the abolition of the levy of tolls in he State, I have the honour to append in the margin the esolution of the Board on the subject.

RESOLUTION OF THE STANDING COMMITTEE:- We are of opinion that the recommendations of the Committee to investigate the question may be accepted.

ESOLUTION OF THE BOARD:- A p p r o v e d.

I have the honour to be,
S i r,
Your most obedient servant,

for President,
District Board.
I/C Absent from

L 1315 3-30-33

W D 504—GPB—1,000—23-9-22

No. L.Dis. 1936/31-32 OFFICE OF THE DEPUTY COMMISSIONER,
KADUR DISTRICT.

ENC 3 *Dated Chikmagalur,* 9th March 1932 *192*

FROM

C.S.Kuppuswamiengar, Esq.,
Deputy Commissioner,
Kadur District.

GEN. & REV. SECTT
10 MAR. 1931
L. S. G. BRANCH

TO

Rajasevaparayana
B.Srinivasa Iyengar, Esq.,B.A.,B.L.,
Secretary to the Government of Mysore.
Financial Dept. *Bangalore.*

L 3570

Sir,

In continuation of my letter No.A.1-1936/31 dated the 22nd January 1932 addressed to the General Secretary to Government in the matter of the abolition of all tolls and of local taxes on Motor Vehicles, I have the honor to forward herewith copies of resolutions passed by the marginally noted Municipal Councils in the matter.

Chikmagalur.
Kadur
~~Sringeri.~~ Birur.

I have the honor to be,
Sir,
Your most obedient servant,

Deputy Commissioner,
Kadur District.

TOWN MUNICIPAL COUNCIL, CHIKMAGALUR

1932 ನೇ ಫೆಬ್ರವರಿ ಮಾಹೆ ಚಾಲ್ತು ತಾರೀಖು 9 ನೇ ಮಂಗಳ ವಾರ ನಡೆದ ಚಿಕ್ಕಮಗಳೂರು ಟವರ್ ಮ್ಯುನಿಸಿಪಲ್ ಕೌನ್ಸಿಲ್ ~~ಅಪರ್~~ ಅಡ್ಜರ್ನ್ಡ್ ~~ಸ್ಪೆಷಲ್~~ ಮೀಟಿಂಗಿನ ಪ್ರೊಸೀಡಿಂಗ್ .

S. N. Ramanna, Esq., B.A., LL.B., *President.*

Ex-Officio Members

2. The Treasury Assistant Commissioner
3. The Executive Engineer P
4. The District Medical Officer
5. The District Education Officer

Non-Officia Members

6. Mr. B. S. Nanjundaiya, *Vice-President.*
7 „ A. Gopalakrishna Naik P
8 „ H. Sanjeevappa L
9. „ M. Siddalingappa Setty A
10. „ K. R. Bhagath P
11. „ C. Syed Budden alias Chabu Sab
12. „ C. Khizer Khan A
14. Mr. Ramachandravasudevarao
15. „ Chikkegowda P
16. Dharmapravarta „ M. L. Nagappa Setty
17. „ Abdul Aziz P
18. „ Rangappa P
19. „ L. M. G. Vas A.

KADUR MUNICIPAL OFFICE:

Fl. No.....

Date.....

Extract from the Proceedings of the Adjourned Meeting of the Municipal Council Kadur convened on Tuesday the 5th January 1932

[illegible]

[illegible] A1-1936/31-32 [illegible] 3-12-1931 [illegible]

[illegible]

తే27-12-1931 నేటిసాను సార వివిధ శ్రీయుతులైన బిరుదాంకితుల వారి
పట్టణ పరిధిలో ఆవిర్భవించినట్లనేక ఆర్థిక వ్యవహారాలు నడుపుటకుగాను
తే21-12-31 క్రొత్తబజారు మధ్యంలో కొలంభద్ధలయినదనియు
27-12-31 వ తేదిని ప్రారంభించుటకు
కూడియున్న వారలు

1 Amildar and president
2 Sub Asst Surgeon Birur
3 శ్రీ వి.వి-రావు గారు Vicepresid
4 " పెరుగు కృష్ణ రావు గారు
~~కాంట్రాక్టరయ్యనగారు~~
5 " మొగలప్ప గారు
6 " వి.వి.ఎన్నయ్యనవరు
7 " తహసీల్దారు గారి ప్రతినిధి.
8 " మిగిలిన కౌన్సిలరులు

కార్యక్రమము

5 -

x x

శ్రీ రావు గారింట్లో ఫలహారాలు
ముగిసిన పిమ్మట సభ
ప్రారంభమై
వివిధులకు ఉన్న సౌకర్యములను
పట్టణాభివృద్ధి కలుగుటకు
గల సాధనములు

మీ విధంగా
అనుసంధానించుటకై

x x x

Sd. K. Gundu Rao
president

31 ఈ ప్రకారము తమరు తీర్మానించిన పట్టణాభివృద్ధి పథకములను

ఈ క్రింది విధముగా అమలు జరుపుటకు

పట్టణాభివృద్ధి పథక ప్రతిపాదనలు పంపవలసినదిగా 6-1-32

వ నాటి ప్రొసీడింగ్సు నంబరు మరియు తారీఖు No A1-1936/31-32 Dated 3-12-3
మేరకు శ్రీయుత వారి అధ్యక్షతన పట్టణాభివృద్ధి పథకములను
అందుకు ఉన్న వివిధ మార్గములలో ఆదాయవృద్ధికి అవకాశమున్న
పథకములను ప్రతిపాదించుటకు ఈ సమావేశము ఏర్పాటు చేయబడినది.

K. Gundu Rao
president & Chairman
Birur Municipal

LB.153-30-34

OFFICE OF THE DEPUTY COMMISSIONER
SHIMOGA DISTRICT.

Dated Shimoga 9th March *193*

FROM

GULAM MOHADIN MEHKRI, ESQ., B.A, LL.B.,
Deputy Commissioner,
Shimoga Dis

To

R. Ranga Rao, Esq., B.A., B.L.,
General Secretary to Government
Bangalore.

GEN. 12 MAR. 1931 L. S. G. BRANCH
L 358

SIR

Subject:- Abolition of Tolls

With reference to your letter No.L. 3834-51 L.B. 153-30-15 ated 25-11-1931 calling for the views of the Municipal Councils n this District on the recommendations made by the Committee appointed by Government to investigate the question of the ablitio of the levy of all tolls and local taxes on Motor vehicles, I have the honor to forward herewith copies of resolutions received fror the Presidents of the respective Municipal Councils and to state as follows

would cripple their resources they are not in favour of their abolition and I think the fact of Government reimbursing them to that extent has probably not been explained to them.

The Bezwada Town Municipal Council, though endorsing the view of the Committee that the abolition of the tolls would to some extent benefit the public, are not in favour of the proposal.

Tolls and taxes have been abolished in the Madras Presidency for the past few years and the same system is, I think, introduced in the Central Provinces recently. It is learnt that the revenue derived from the levy of taxes on Motor vehicles is less than the tolls and taxes collected, before the latter were abolished.

It would therefore be better to wait and see how far the new system introduced in the British Provinces and Presidencies has worked, before it is brought into force in the State. I would therefore beg leave to suggest that this question may be deferred for some time longer.

TOWN MUNICIPAL OFFICE.
SHIMOGA.

Date 14th December 1931

From

The President,
Town Municipal Council,
Shimoga.

To

The Deputy Commissioner,
Shimoga Distric
Shimoga.

Sir

With reference to your memo.No.A1.C 878/31-32 dated 2-12-31 requesting to furnish the views of the Municipalitv in tne matter of the abolition of the levy of all tolls and local taxes on Motor vehicles, I have the honor to state that the Council at their meeting held on 12-12-31 have resolved that they are agreeable to the abolition of the Tolls subject to the payment of the amounts due to them.

A copy of the resolution is enclosed herewith for reference

COMMISSIONER'S OFFICE. A 2 6 DEC. 1931 SHIMOGA DISTRICT.

5535 15/12/31
17/12

I have the honor to be,
Sir,
Your most obedient servant,

K. Rangappa

for President,
Shimoga Town Municipal Council.

Extract from the proceedings of the meeting of the Shimoga Town Municipal Council, held in the Town Hall on Saturday the 12th December 1931.

Subject No.28. Copy of Docket No.L,3834-51/L.B.150-30-15 dated 24/25th November 1931 from the General Secretary to Government, to the Deputy Commissioner Shimoga District, requesting to obtain the views of the Municipal Council regarding the abolition of all tolls and local taxes on Motor Vehicles.

Resolution: Resolved that Council are agreeable to the abolition of the Tolls, subject to the payment of the amounts due to them.

" Extract "

15/12/31

for President,
Shimoga Town Municipal Council.

ఆ.ప్ర.ప్రభుత్వ ఉద్యోగుల (ప్రవర్తన) నియమావళి, 1964 లోని నియమం 20 ప్రకారం ఉద్యోగులు తమ ఆస్తులు మరియు అప్పుల వార్షిక వివరాలను ప్రతి సంవత్సరం జనవరి 31వ తేదీ లోపు సమర్పించవలసి ఉంది.

ఈ నియమాన్ని ఖచ్చితంగా పాటించాలని ఉద్యోగులందరికీ సూచించడమైనది.

జి.ఓ.ఆర్.టి.నం. 878/31-32, తేదీ 2.12.31

OFFICE OF THE PRESIDENT,

SAGAR TOWN MUNICIPAL COUNCIL,

Sagar, Dated the 24th December *193* 1.

A. Narasimhaiengar, Es

resident, Town Municipal Council,

Gulam Mohadin Mehkri, Esq, B.A., LL.B.,

Deputy Commissioner, Shimoga Distri

S H I M O G A.

—,

In forwarding herewith the resolution passed by the unicipal Council of Sagar for the kind consideration of he Government, I take leave to detail the reasons actuating the Municipality in passing it. The toll has, in he case of large number of Municipalities like Sagar, een introduced but recently by local bodies and it is heir experience that it is progressively increasing em of their income. The case is more especially so, in he case of fortunately situated Municipalities like Sagar

No. A2.C.878/31-32. Dated 11.12.31.

From

To

Sir,

I have the honour to inform you that I have been appointed to officiate as Assistant Commissioner of Income-tax, Class II, with effect from 1.1.32 (afternoon) and posted to Bombay. I shall be obliged if you will relieve me of my duties as Income-tax Officer, Class II, Ward A, Bombay, with effect from the afternoon of 31.12.31 and permit me to join my new appointment.

I have the honour to be,

Sir,

Your most obedient servant,

Dated 1-1-32.

Subject

5/4/31 Chairman Reed.

1.
2.
3.
4.
5.
6.

ಸಂಖ್ಯೆ: ಕೃಇಸ/ಕೃಯೋಜ/ಕೃಸಂ/ಸಿಆರ್‌ಪಿ/ಎಸ್‌ಎಂಎಎಂ/2017-18/127

ಕೃಷಿ ಇಲಾಖೆಯ ಕೇಂದ್ರ ಪುರಸ್ಕೃತ ಯೋಜನೆಯಡಿ ಸಮಗ್ರ ಕೃಷಿ ಯಾಂತ್ರೀಕರಣ ಉಪ ಅಭಿಯಾನ

ಈ ಕೆಳಕಂಡ ಕೃಷಿ ಯಂತ್ರೋಪಕರಣಗಳಿಗೆ ಸಹಾಯಧನ ಒದಗಿಸಲು ಆಸಕ್ತ ರೈತರಿಂದ ಅರ್ಜಿಗಳನ್ನು ಆಹ್ವಾನಿಸಲಾಗಿದೆ.

ಅರ್ಜಿಯನ್ನು ಸಲ್ಲಿಸಲು ಕೊನೆಯ ದಿನಾಂಕ: 31/03/2018

ಶ್ರೀ.ಮಾಲಿಕ್ ಎಚ್ಚರಿಕೆಯ ಮೇರೆಗೆ ಮೇಲೆ [illegible] ಕೊಲೆಯಾದವರ ಹಾಗೂ ಅವರ
ಸಂಬಂಧಿಕರ ಮೇಲೆ ಕರುಣೆ ತೋರಿ ಅವರ [illegible] ಅವರ ಮೇಲೆ ಯಾವುದೇ ಕಠಿಣ ಕ್ರಮ
ಕೈಗೊಳ್ಳದೆ ಅವರನ್ನು ಕ್ಷಮಿಸಿರುವುದು ಅವರ ಮೇಲೆ ಅಪಾರವಾದ ಗೌರವ ಮತ್ತು ಅಭಿಮಾನ
ಹೊಂದಿರುವುದಕ್ಕೆ ಸಾಕ್ಷಿಯಾಗಿದೆ. ಇಂತಹ ಮಹಾನ್ ವ್ಯಕ್ತಿಯ ಅಗಲಿಕೆಯಿಂದ ಇಡೀ ಕೊಡಗು
ಜಿಲ್ಲೆಯ ಜನತೆಗೆ ಅಪಾರವಾದ ನಷ್ಟವಾಗಿದೆ. ಅವರ ಆತ್ಮಕ್ಕೆ ಚಿರಶಾಂತಿ ಕೋರಿ ಅವರ
ಕುಟುಂಬದವರಿಗೆ ಈ ದುಃಖವನ್ನು ಭರಿಸುವ ಶಕ್ತಿಯನ್ನು ಕರುಣಿಸಲು ಪ್ರಾರ್ಥಿಸುತ್ತೇನೆ.

ಓಂ ಶಾಂತಿ ಶಾಂತಿ ಶಾಂತಿಃ

(ಸಹಿ) A. L. Tukaramaiah

Executive
Commissioner

24/11/97

Docket No. L.5034-61/S.B. 153-60-14 dated the 24/26th
vember 61 from the General Secretary to Government of Pyoro,

am directed to forward herewith 10 copies o he report of
the Committee appointed by Government to investigate the questior
of the abolition of the levy of all tolls and of local taxes on
motor vehicles and to request you to be so good as to favour
Government with the views of the Municipal Councils in the distri
ct levying toll, on the recommendations made by the Committee,

REPORT OF THE COMMITTEE APPOINTED BY GOVERNMENT TO CONSIDER THE QUESTION OF ABOLITION OF TOLLS AND LOCAL TAXES ON MOTOR VEHICLES IN MYSORE.

REPORT OF THE COMMITTEE APPOINTED BY GOVERNMENT TO CONSIDER THE QUESTION OF ABOLITION OF TOLLS AND LOCAL TAXES ON MOTOR VEHICLES IN MYSORE.

The Committee was appointed by Government in their order No. 8321-9—L. B. 153-30-1, dated 8th April 1931, to consider whether it is desirable to abolish all tolls and local taxes on Motor Vehicles in the Mysore State and if it is considered desirable to abolish such tolls and taxes, how to make up the loss of revenue resulting from such abolition. The Committee was requested to submit their recommendations to Government within a month.

The Committee held two meetings, one on 21st April 1931 and the other on 8th July 1931. Rao Sahib Mr. A. Thangavelu Mudaliar was absent from both the meetings while Mr. Mahomed Sait expressed his inability to attend the second meeting and Mr. V. Venkatappa, President, District Board, Bangalore, could not attend the first meeting.

At the first meeting certain tentative conclusions were arrived at, but it was found necessary that statistics regarding the number of motor vehicles of the various types actually in use in the State should be collected and that the entire question should be re-examined in the light of the statistics so obtained. As it took some time to collect the statistics, there was some delay in the Committee meeting for the second time. They regret therefore that the report could not be submitted within the time limit originally fixed by Government.

2. The questions referred to the Committee were examined in detail under the following main heads and the views and conclusions of the Committee on the several points are dealt with seriatim :—

(1) Whether the existing system of tolls may continue or may be abolished.

(2) Whether all tolls should be abolished or only tolls in respect of motor vehicles.

(3) If tolls are to be abolished, what taxation should be levied to replace the loss of existing revenue from tolls.

(*a*) Whether the entire loss should be recouped by levying a provincial tax on motor vehicles

Or

(*b*) Whether a tax may be levied on carts and other conveyances also and if so, the basis o such taxation.

(4) Rates of taxation to be adopted.

(5) Compensation to be paid to local bodies and the basis of such compensation.

Origin of tolls in Mysore.

3. Tolls on roads and bridges are being levied under the authority of the Chief Commissioner's Notification No. 274, dated the 4th November 1876 according to which the Chief Commissioner may, from time to time, declare the roads on which and the places at which tolls shall be levied. The net proceeds of the revenue from such tolls are to be applied for the construction, repairs and maintenance of provincial roads and bridges within the Mysore State.

District Fund Tolls.

As regards the District Fund Roads, the original District Committees were empowered, for the first time in 1894, to establish toll-gates. These orders were finally replaced by the Local Boards Regulation, 1902, under section 20 of which the District Boards were authorised to levy tolls on carriages, carts and animals passing along roads and bridges vested in the District Boards, subject to such rules as regards rates of levy, the purposes for which the net proceeds should be applied and other matters as may be prescribed from time to time by Government. The

rules under the Chief Commissioner's Notification of the 4th November 1876 were applied *mutatis mutandis* to these toll-gates. The District Boards have thus been in enjoyment of toll revenue for a long time and have been utilising it for the construction and repairs of District Fund Roads.

Municipal Tolls.

5. As regards Municipalities, the earliest Municipal Law in the State, *viz.*, the Municipal Regulation, 1871, which was introduced into the Bangalore Municipality in 1871 contained a provision in section 24 thereof authorising the levy of tolls on carts, carriages, horses and other animals, but no restriction was placed by the law in regard to the purposes for which the income should be utilised. The later Regulations which followed the above enactments preserved to Municipal Councils the right to levy tolls and sections 59, 60, 78 and 79 of the existing Regulation, VII of 1906, now regulate the levy of tolls in City and Municipal Councils while Notification No. L. 5241-8 - Ml. 55-21-100, dated 16th March 1922, regulates such levy in Minor Municipal Councils.

Number of toll-gates and income therefrom.

6. Up to 1926-27 the number of Provincial and Local Fund toll-gates was only 19 and 22 yielding an annual income on the average of about Rs. 47,000 and Rs. 50,000 respectively. Only 15 Municipalities had begun to levy toll by 1927-28. As against an income of Rs. 47,000 from Provincial toll-gates, the Government were incurring an expenditure of Rs. 5,40,000 on the maintenance of the State Fund Roads. Likewise, the District Boards were also incurring comparatively large amounts on the maintenance of the roads entrusted to their charge. The Government accordingly appointed a Committee to examine the position and suggest measures for the improvement of Provincial Toll revenue in the State (*vide* Government Order No. R. 5858-60—R. M. 75-25, dated 27th May 1926). A couple of months later another Committee was appointed for the consideration of similar questions relating to the District Board and the Municipal Toll-gates and finally recommendations of the two Committees were further examined at a joint session of the two committees. This joint Committee having recommended the establishment of certain toll-gates on the several Provincial and District Fund Roads, the Government in their order of 9th June 1927 approved of the same, and the consequential proposals of the Revenue Commissioner and the District Boards for establishing additional toll-gates were sanctioned by Government from time to time. Complaints having subsequently been received against the establishment of additional toll-gates and the matter having also been brought up for consideration during the Representative Assembly and Legislative Council sessions, the Government appointed a Committee with the Revenue Commissioner as Chairman to go into the question of reducing the number of toll-gates established on the several Provincial and District Board Roads. The recommendations of this Committee which were based on the principle that toll should be at a distance of not less than 27 miles between two toll-gates so that there need be no separate toll on Local Fund and Provincial roads, in these only one toll was payable in a period of 24 hours were accepted by Government in their order, dated 1st July 1928. As a result of the further representation on the part of the public Government further directed that in order of the 15th June 1929 that all vehicles except those that carry timber for commercial purposes may be exempted from payment of tolls at the other Provincial toll-gates newly established under the orders of 1927. This concession was later extended to District Board toll-gates also, the grant of the concession being left to the discretion of the District Boards.

7. As the result of the several orders of Government increasing the number of toll-gates on the District Board and Provincial roads, there were at the end of 1929-30 only 53 Provincial toll-gates and 55 District Fund gates, the income from these gates being Rs. 1,82,502 and Rs. 1,92,000 respectively.

8. The number of Municipalities which levied tolls also increased and stood at 24 with the income of Rs. 3,14,705.

In view of the large increase in the number of toll-gates during recent years and the proximity of these gates to each other, the inconvenience to all kinds of traffic naturally increased and cases of harassment at many of these toll-gates have also been reported, which in several instances led to breach of the peace.

There has consequently been a strong agitation from the public and the press that the toll bars should be removed. Moreover, the present system of collecting toll revenues by leasing out the right for a period of one or more years at a time is a wasteful method of collecting revenue from road-using vehicles, as a fairly considerable portion of the receipts at the gate does not reach Government or the Local Bodies but goes into the pockets of the contractor.

Recommendations of the Indian Road Development Committee and the Indian Taxation Enquiry Committee.

10. In the foregoing circumstances, the Indian Road Development Committee condemned the system of tolls and recommended "that tolls on all traffic may be abolished and be replaced where necessary by some form of taxation that is less vexatious to road transport." The Indian Taxation Enquiry Committee have also recommended that tolls should be abolished so far as motor vehicles are concerned a provincial tax being imposed instead. The Committee consider that the above inconveniences and disadvantages of the system of tolls are real and apply to slow and fast-moving traffic alike, and that the partial abolition of tolls on motor vehicles while retaining tolls for other traffic would involve considerable difficulties. Besides in Mysore, tolls are now being levied on bullock carts at the frontier toll gates only and such of the interior toll-gates as were in existence prior to 1926, but as the bulk of the revenue is from motor traffic, it will not be worth while to retain the toll-gates merely to tax the other traffic. Moreover, as all tolls are abolished or are proposed to be abolished in the neighbouring British Indian Provinces, it is desirable that we should also fall into line with these Provinces. The Committee therefore recommend the total abolition of all tolls, Provincial, Local Funds, and Municipal. No doubt a substantial portion of the toll revenue of Municipalities represents the toll from vehicles other than motor vehicles, yet in view of the serious objections against the toll system as such, even these tolls may be abolished.

Special Tolls.

11. The Indian Road Development Committee have recommended that in the case of bridges, where a definite service is provided to replace a ferry or a bad river crossing, tolls may make a substantial contribution towards the cost of the work without which perhaps, it could not be undertaken. Accepting this recommendation, provision has been made in Madras for the levy of tolls in respect of any road or bridge towards the construction of which large sums of money may be spent. The Committee consider that similar provision should be made in Mysore also.

Frontier Toll-gates.

12. The next question that was considered by the Committee was whether any special provision should be made for the levy of taxes on motor vehicles not registered within the State, but coming into Mysore and staying therein for any particular period. A number of cars come into the State from British India and stay for a fairly long time making use of the roads in Mysore. In addition to these there is the seasonal traffic during the Birthday and Dasara festivities when a number of cars and buses from outside Mysore come into Mysore, and make a fair use of our roads. It is however desirable that there should be absolute reciprocity between British India and Mysore, and that vehicles registered in one place should be exempted from taxation at another. It is also considered undesirable that tolls system should be retained for this particular class of traffic alone. The Committee are not therefore in favour of retaining the frontier toll-gates for this purpose. It may however be pointed out that all vehicles staying for a longer time than 14 days in a quarter would be subjected to the tax for the quarter during which they remain in Mysore, at the same rates as those fixed for vehicles of similar classes.

Surcharge on petrol-effect of on the question.

Alternative taxes.

13. This leads on to the question as to what further taxation should be imposed [illegible] of the existing revenue from tolls, as, having regard to the [illegible] possible to forego this item of [illegible] tion, it was brought to the notice of the Committee that the Provincial Government had recently been assigned a sum of Rs. 2,29,000 by the Government of India as its share of the surcharge on petrol and it was considered whether this amount may be taken into account and set off against a part of the toll income, the balance only being obtained by other methods. But as the idea underlying the levy of surcharge was to supplement the allotments already made, the Committee felt that this had no relation to the question before them. As regards the nature of the tax to be levied, the Indian Taxation Enquiry Committee have observed that "the only general plans that have found any favour are an addition to the Cess and the vehicle taxation and that the first of these is open to the objection that it would fall unduly heavily on the raiyats who live in places remote from the main roads and use only village roads on which a very small proportion of the local taxation is spent while landless persons who live by the trade would go free." The Committee agree with these views and consider the imposition of additional cess as out of the question.

Provincial tax on road-using vehicles.

Provincial tax on carts.

14. The most convenient method of recouping the existing toll revenue is therefore to levy a tax on a provincial basis on all the main road-using vehicles, *viz.*, motor vehicles and carts which are now contributing to the toll-income. The Committee considered at length the question whether a provincial tax may be levied on all these vehicles or may be confined to motor vehicles only, the others being subjected to the local taxation as at present. According to the results of the last quinquennial Census of Agricultural Stock, there are at present 2,72,189 carts and even the levy of a small tax of Rs. 2 per cart per year would bring in an income of Rs. 5,44,378 which would go to reduce substantially the incidence of the tax to be levied on motor vehicles, but there are very serious objections in regard to the imposition of a fresh tax on these carts. Under the existing scheme of taxation carts are taxed by Municipal Councils and Village Panchayets under the Municipal Regulation and the Village Panchayet Regulation respectively, the rate of tax varying from Re. 1 to Rs. 2 per year in Village Panchayets and Rs. 2 to Rs. 5 in Municipal areas. Certain classes of carts belonging to agriculturists are exempted from this taxation under the Village Panchayet Regulation, while in the matter of toll, carts belonging to agriculturists used for the purpose of conveying manure and [illegible] to and from the fields are exempt from payment of toll at all [illegible] carts except those that ply for hire or for commercial purposes on the interior roads. Many of the carts are using only the village [illegible] from main roads and rarely use the latter. A flat rate of taxation [illegible] therefore be an iniquitous impost on many carts which are now exempt from payment of toll. There would besides be a double levy as the existing [illegible] by Village Panchayets would also have to be continued as the Village [illegible] afford to lose this source of revenue. An even more serious objection [illegible] the large number of vehicles of this type scattered all over the [illegible] forming difficulties in arranging for the collection of the tax [illegible]. In these circumstances, the Committee resolved that it was [illegible] possible to levy [illegible] on carts.

Provincial tax on motor vehicles

[illegible] therefore [illegible] the levying of a tax on motor [illegible] abolishing the existing [illegible]. The Indian Road Development Committee [illegible] Taxation Enquiry Committee have both suggested the levy of a [illegible]. Action in this direction has recently been taken [illegible] Motor Vehicles Act of 1939. A similar Act is in force [illegible] Governments of Madras and Orissa, Bengal and Bombay and the [illegible] ve, it is understood, under their consideration an enactment of [illegible]. The importance of motor transport as a means of bringing the [illegible] interior, particularly in places which are remote from railway [illegible] into closer touch with towns, and the economic advantages of [illegible] this rapid means of transport, cannot be over-estimated. It is therefore [illegible] that in the interests of the economic development of the country, as [illegible] possible should be given to this means of transport and that the [illegible] proposed taxation should be kept as low as possible so as [illegible] this important object.

vehicle has been adopted in Madras, and the tax on the normal type of vehicles has been fixed at Rs. 100 per annum, as against the former tax of Rs. 70. Having regard to the present rates prevailing in Mysore, the Committee consider that for a similar class of vehicles, the rate may be fixed at Rs. 60 as against Rs. 30 at present.

21. The tax on motor cycles is now Rs. 10 to Rs. 15. For similar reasons, this may be raised to Rs 20 per year.

Buses and Lorries.

22. The question of method and rates of tax on buses and lorries from which the bulk of the revenue even now is being obtained, was discussed by the Committee at great length. In Madras and the Punjab, the tax on buses has been calculated according to the seating capacity for passenger vehicles and according to weight or tonnage for lorries. After carefully considering the various alternatives proposed, the Committee considered that this was a reasonable method of levying a provincial tax. The Committee are quite aware that the system is not an ideal one and its incidence will not be exactly proportioned to the user of the roads by the several classes of vehicles; but similar objections could be raised against most of the alternative proposals such as taxing them on the basis of the number of miles traversed and so on.

23. It has been urged that the proposed levy will hit hard certain classes of buses which are not now paying any large amount to public revenue. For instance buses now plying within the City limits in Bangalore, and to a small extent in Mysore, are paying no toll at all. There are also buses between two or three stations, sometimes paying no toll or one toll and sometimes paying more than one toll. Buses plying in cities at present pay only the Municipal vehicle tax which has been fixed at Rs. 30 per annum, while buses plying between any two places pay a Municipal vehicle tax at the place where the vehicle is housed, and also the toll which may be one or two according to the distance run. It is obvious therefore that the buses running long distances are at present paying very much more than either the City buses or those plying within short distances. The proposal to levy a provincial tax on these City buses will no doubt affect them adversely. But, there is no justification for the City buses which run on better maintained roads and do almost the same mileage as the other buses, to escape by paying a small vehicle tax, merely by the accident of their being in the City. The same argument will apply to buses plying between two places with no toll in the middle and which have also escaped the payment of a higher amount on account of the damage done to the road. In both these cases, the demand of a higher tax cannot be objected to merely on the ground that they are now paying less although having regard to the damage done by them to the roads, they should have been liable to pay more.

24. As regards the rate of the tax, the Committee after careful examination of the available information, have fixed it at Rs. 30 per seat per year. In [illegible] the rate prescribed in the Act is Rs. 40 per year; for the [illegible] Rs. 30 per year is being levied. The Committee have examined the [illegible] actually paid by certain buses and are satisfied that the [illegible] have taken all the circumstances into account. It [illegible] that one bus has been paying from Rs. 450 to a [illegible] which works to Rs. 54 per seat per year, on the assumption [illegible] buses. It may be noted that if the buses are of smaller seating [illegible] that the existing rates press [illegible] the position as there are clear [illegible] the increase. Under the proposed rates, [illegible] distances with more [illegible] A shuttle service bus, for instance, has [illegible] rate to pay only Rs. 180 per annum, whereas if the same bus [illegible] with two tolls it will have to pay at present more than Rs. 500 the compounding rate for a provincial gate being Rs. 40; while those [illegible] between places with only one toll between have to pay slightly more than [illegible]. This cannot be helped and is compensated for by the non-stoppage at [illegible] and the saving in time and convenience.

25. A representation has also been received from the Proprietor of the Bangalore City Bus Service objecting to the levy of the additional tax on the City

Buses. But, as pointed out already, the City Buses are having the advantage of good system of roads and there is no reason why these should not pay more for t serious damages they do to the roads. The Committee are proposing later on th provision may be made in the Regulation to be introduced taking power to exem any class of vehicles from the payment of the tax. It should be open to Gover ment, if there are any real hardships, to take any action which they may deem take in the cases of such vehicles. On principle, the Committee do not consid that any distinction should now be made between one class of motor vehicl nd another. The possibility that a heavy tax may eliminate some of t naller bus services run by men of smaller means was also considered, but t committee thought that as most of these services are irregular and unsafe, t ooner they cease, the better, in the interests of the travelling public. The di ppearance of such buses will no doubt affect adversely the income expected fro he bus traffic, but on a careful examination of the actual location of the toll-gate will be seen that this is likely to happen, if at all, only in one or two distric ke Shimoga and Tumkur which have long journeys without a toll bar. It herefore unlikely that the financial forecast of receipts will be seriously affected.

26. As regards lorries, the rate of taxation prevailing under the Madras A as been adopted. It is understood that these rates have been felt as rather hea ithin the City of Madras and have thrown a number of lorries out of acti mporarily, but not in the mofussil. In Mysore, however, the bulk of the lorri e plying for hire outside the City limits. Having regard to the heavy tolls th e now paying and the serious damage done by them to the roads, these rates a ot very excessive. The Committee therefore recommend that the full Madr tes may be adopted in Mysore.

27. The financial results of the foregoing recommendations are as follows:

Revenue from motor vehicles.

	Description of the vehicle	Number	Rate	Amount
			Rs.	Rs.
	Motor cycles	135	20	2,700
	Motor lorries used for transport of goods :			
	Fourteen vehicles not exceeding $\frac{3}{4}$ ton in weight, unladen :	14	300 per annum	4,200
	Lorries exceeding $\frac{3}{4}$ ton and not exceeding $1\frac{1}{2}$ tons.	127	@ 500	63,500
	Lorries exceeding $1\frac{1}{2}$ tons and not exceeding $2\frac{1}{2}$ tons.	14	@ 800	11,200
	Lorry exceeding $2\frac{1}{2}$ tons and not exceeding $3\frac{1}{2}$ tons.	1	@ 900	900
	Lorry exceeding $3\frac{1}{2}$ tons and not exceeding 5 tons.	1	@ 1,000	1,000
	Lorries exceeding 5 tons in weight ...	2	@ 1,100	2,200
3)	Buses with a seating capacity of 17,073 seats.	963	@ 30 per seat	5,12,190
	Taxis—seating capacity, 4 each ...	8	@ 30 per seat	960
				49,740

28. The total income by the levy of provincial tax at the rates proposed by he Committee aggregates to Rs. 6,48,590 as against the total loss of revenue o Rs. 6,45,833 to be recouped. The Committee are of opinion that the rates suggested bove may be fixed as the maximum that may be levied under the new scheme o axation. As the number of motor vehicles is increasing year by year, it is likely hat taxation at the above rates may bring in more revenue in future years in which vent the rates to be actually levied may be readjusted, if necessary, so as to lighter he incidence of tax on these vehicles. The Committee were further of the opinion hat provision should be made empowering Government to make an exemption reduction in the rate or other modifications, in regard to the tax payable by any person or class of persons or in respect of any motor vehicle or class of vehicles, so that cases of hardship, if any, may be dealt with suitably.

Compensation to Local Bodies.

29. The next question the Committee considered was as to whether the Local Bodies should be compensated for the income that has been taken away from them by the abolition of tolls and all local taxes on motor vehicles. The abolition of these taxes will cripple the local bodies of a considerable portion of their revenue and it is but reasonable that they should be compensated for the loss sustained by them as otherwise, it will be practically impossible for them to carry on their usual activities. As regards the basis of compensation, the principles adopted in Madras is enunciated in section 10 of the Madras Motor Vehicles Taxation Act which runs as follows :—

" (1) From the proceeds of the tax collected under this Act, after deducting the expenses of collection, which shall be ascertained by the Local Government, the Local Government shall annually :

(*a*) pay to each local body which at the commencement of this Act was levying tolls, or vehicle tax on motor vehicles, or both, a sum determined by the Local Government as representing the average annual income of the local body during the three years ending the 31st day of March 1931 from such tolls, or vehicle tax on motor vehicles, or both as the case may be ; and

(*b*) credit to themselves a sum determined by them as representing their average annual income during the said three years from all tolls levied by the Local Government in the Presidency of Madras.

(2) In determining the amount payable to a local body under sub-section (i), the Local Government shall take into account :

(*a*) the arrears of tolls or vehicle tax on motor vehicles left uncollected, which could have been collected ;

(*b*) the amounts which the local body should have paid to any other local body on account of collections made on behalf of the latter and remaining to be adjusted ; and

(*c*) the vehicle tax payable on vehicles owned by the local body or by its employees in respect of which exemptions were granted by the local body.

(3) If in any year the net proceeds of the tax fall short of the aggregate of the amounts payable to local bodies under clause (a) of sub-section (1) and creditable to the Local Government under clause (b) of the said sub-section, such proceeds shall be distributed among the local bodies and the Local Government proportionately to the sums determined under sub-section (1) as payable to each such local body and to the Local Government, and the deficit shall be made good in the same proportion in the earliest subsequent year or years in which there may be a surplus.

(4) The balance, if any, of the net proceeds of the tax after making the distribution referred to in sub-sections (1) and (3) shall be expended is such manner as the Local Government may determine solely on the construction, improvement and maintenance of roads in the Presidency of Madras."

The Committee are in agreement with the principles therein enunciated and consider that the average income from this source of revenue during the three preceding years is a fair basis and may be adopted in Mysore also.

30. In this connection, the Committee considered that having regard to the [illegible] of the Civil and Military Stations, it is desirable that with the abolition of tolls in Mysore, the [illegible] Military Station should also [illegible] the loss thereby [illegible] considered desirable, by a [illegible] and that full [illegible] motor vehicles should be [illegible] the Civil and Military Station and the Mysore State. They suggest that the Government of India may be addressed in the matter.

31. The Inspector-General of Police suggested that as Police Officers travelling [illegible] present exempt from tax, the vehicles kept by these officers should, like the Army Act, be also exempt from tax. The Committee were of opinion that the question of exemption might well be left to Government to decide with regard to the circumstances of each case. Mr. Pattusvami on behalf of the [illegible] District Board urged that, while fixing the quantum of compensation [illegible] the District Board, regard should be had to the claim of a moiety of the [illegible] collected at the frontier toll-gates. The Committee consider that this matter as well which might be left to the Government to decide.

32. To summarise, the conclusions of the Committee are :

(1) that all tolls, Provincial, District Fund and Municipal, may be abolished, provision however being made for levying *adhoc* tolls where special facilities such as a bridge or a newly made road are provided,

(2) that a provincial tax may be levied on motor vehicles, the existing Municipal taxes levied on these vehicles being abolished,

(3) that the taxes on buses be fixed on the basis of the seating capacity of the vehicle and that of lorries on the weight or tonnage of the vehicles,

(4) that the maximum rates of taxation on these vehicles be for the present fixed as in schedule annexed,

(5) that the Government should have power to make exemption or reduction or other modification in regard to the tax payable by certain classes of persons or in regard to vehicles of certain classes,

(6) that the local bodies be compensated for the loss of income due to the abolition of tolls and local taxes on the basis of the average income of these bodies from these sources during the preceding three years, and

(7) that legislation on the line of the Madras Motor Vehicles Taxation Act of 1931 be undertaken in Mysore with suitable changes necessary for local conditions.

33. The Committee wish to place on record their appreciation of the energy and zeal displayed by Mr. S. K. Venkataramana Iyer, B.A., B.L., who did the duties of the Secretary to the Committee, in preparing the necessary material for the discussion of the questions at issue. The other members of the Committee would also like to tender their thanks to Mr. F. A. Hamilton, C.I.E., Inspector-General of Police in Mysore, for the very prompt manner in which he helped the Committee by having a census taken of all the motor vehicles in the State and obtaining correct figures within a very short time.

S. P. RAJAGOPALACHARI,

Revenue Commissioner and
Chairman of the Committee.

Schedule of proposed taxation of Motor Vehicles.

		For other vehicles	
	Quarterly tax	Quarterly tax	
	Rs. a. p.	Rs. a. p.	
1. Motor cycles (including motor scooters and cycles with attachment for propelling the same by mechanical power) not exceeding 8 cwt. in weight unladen :—			
(a) Bicycles	5 0 0	6 0 0	
(b) Bicycles fitted for drawing a trailer or side-car ...	[illegible]	7 8 0	
(c) Tricycles	6 0 0	7 8 0	
2. Motor vehicles not exceeding 5 cwt. in weight unladen, adapted and used for private use.	5 0 0	6 0 0	
3. Motor vehicles used solely for the purpose of trade and industry in the conveyance of goods or materials including tricycles, not exceeding 8 cwt. unladen :—			
(a) Vehicles not exceeding 15 cwt. in weight, unladen	7[illegible] 0	1[illegible] [illegible] [illegible]	
(b) Vehicles exceeding 15 cwt. but not exceeding 30 cwt. in weight unladen	12[illegible] 0	1[illegible] [illegible] [illegible]	
(c) Vehicles exceeding 30 cwt. but not exceeding 50 cwt. in weight, unladen.	20[illegible] 0 0	25[illegible] [illegible] [illegible]	
(d) Vehicles exceeding 50 cwt. but not exceeding 70 cwt. in weight, unladen.	225 0 0	285 0 0	
(e) Vehicles exceeding 70 cwt. but not exceeding 100 cwt., in weight, unladen.	250 0 0	320 0 0	
(f) Vehicles exceeding 100 cwt. in weight, unladen	275 0 0	360 0 0	
(g) Additional tax payable in respect of such vehicles used for drawing trailers: —			
(i) for each trailer not exceeding 1 ton in weight, unladen, and	60 0 0	85 0 0	
(ii) for each trailer exceeding one ton in weight, unladen.	1[illegible] 0 0	160 0 0	
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer.			
4. Motor vehicles plying for hire and used for the transport of passengers.			
(a) Vehicles licensed under the Mysore Motor Vehicles Rules to carry in all not more than four persons.	30 0 0	45 0 0	
(b) Vehicles licensed under the Mysore Motor Vehicles Rules to carry more than four persons for every person which the vehicle is so licensed to carry.	7 8 0	12 0 0	
5. Motor vehicles other than those liable to tax under the foregoing provisions of this schedule .—			
(a) Weighing not more than 15 cwt., unladen ...	10 0 0	15 0 0	
(b) Weighing more than 15 cwt. but not more than 30 cwt., unladen.	15 0 0	20 0 0	
(c) Weighing more than 30 cwt. but not more than 45 cwt., unladen.	20 0 0	30 0 0	
(d) Weighing more than 45 cwt. but not more than 60 cwt., unladen.	25 0 0	30 0 0	
(e) Weighing more than 60 cwt, unladen ..	30 0 0	45 0 0	
(f) Additional tax payable in respect of such vehicles used for drawing trailers :—			
(i) for each trailer not exceeding one ton in weight, unladen, and	7 8 0	10 0 0	
(ii) for each trailer exceeding one ton in weight unladen.	15 0 0	20 0 0	
Provided that two or more vehicles shall not be chargeable under this clause in respect of the same trailer			

Statement showing the various kinds of motor vehicles in the Mysore State.

7 seater	8 seater	9 seater	10 seater	11 seater	12 seater	13 seater	14 seater	15 seater	16 seater	17 seater	18 seater	19 seater	20 seater	21 seater	22 seater	23 seater	28 seater	30 seater	Total
1	3	6	20	5	21	18	29	23	107	198	118	45	323	2	34	1	4	1	963
7	24	54	200	55	252	234	406	345	1,712	3,366	2,124	855	6,460	42	748	23	112	30	17,073

Office of the President,
Town Municipal Council
Hosanagar Dt. 16th January 31

ಶಿವಮೊಗ್ಗ ಡಿಸ್ಟ್ರಿ ಎ ;ಮಿ ಪರ್ಮಿಟ್ ನಂ ಪ್ರಿಸಿಡೆಂಟ್
ಟೌನ್ ಮುನಿಸಿಪಲ್ ಕೌನ್ಸಿಲ್-

ಶ್ರೀಯುತರಿಗೆ ವಿನಯ ಪೂರ್ವಕ ಮನವಿಯೆಂದರೆ ಪತ್ರಿಕೆಗಳ

ಪ್ರಸ್ತಾಪಿಸಿದ ಮುನಿ No. H.C. 878/31-32 ರ ಕಛೇರಿ
2.1.31 ನೇ ತಾರೀಖಿನ ಪತ್ರದಲ್ಲಿ ಪೌರಾಡಳಿತ ಇಲಾಖೆಯ ಮುನಿಸಿಪಲ್ ಕೌನ್ಸಿಲ್‌ಗಳ ಸಾಮಾನ್ಯ ಚುನಾವಣೆಗಳ ಬಗ್ಗೆ ಸರ್ಕಾರದ ಆದೇಶಗಳನ್ನು ಕಛೇರಿಯ ದಿನಾಂಕ 5.1.32 ನೇ ತಿಂಗಳ ಮುನಿಸಿಪಲ್ ವಿಭಾಗಿಯವರ ಪತ್ರದಲ್ಲಿ ಮುನಿಸಿಪಲ್ ಕೌನ್ಸಿಲ್‌ಗಳ ಸಾಮಾನ್ಯ ಚುನಾವಣೆಗಳನ್ನು ಮಾರ್ಚ್ ತಿಂಗಳಲ್ಲಿ ನಡೆಸಲು ಆದೇಶವಿದ್ದು ಅದರಂತೆ ಚುನಾವಣೆಗಳನ್ನು ನಡೆಸಲು ಕಛೇರಿಯ 6.1.32 ನೇ ದಿನಾಂಕದ ಪತ್ರದಲ್ಲಿ ಆದೇಶವಿದ್ದು ಅದರಂತೆ ಚುನಾವಣೆಗಳನ್ನು ನಡೆಸಲಾಗಿದೆ. ಆದರೆ ಈ ಚುನಾವಣೆಗಳನ್ನು ನಡೆಸಲು ಅಧಿಕಾರಿಗಳನ್ನು ನೇಮಿಸಲು ಕಛೇರಿಯ 16.1.32 ನೇ ತಾರೀಖಿನ Ex-Extraordinary ವಿಭಾಗಿಯವರ ಆದೇಶವಿದ್ದು ಅದರಂತೆ ಚುನಾವಣೆಗಳನ್ನು ನಡೆಸಲು ಅಧಿಕಾರಿಗಳನ್ನು ನೇಮಿಸಲಾಗಿದೆ ಎಂಬುದನ್ನು ತಿಳಿಸಲು ವಿನಂತಿಸಿಕೊಳ್ಳಲಾಗಿದೆ.

ಶಿವಮೊಗ್ಗ ಅಸಿಸ್ಟೆಂಟ್ ಕಮಿಷನರ್ ರವರು ಡೆಪ್ಯುಟಿ ಕಮೀಷನರವರಿಗೆ ಸಲ್ಲಿಸಿರುವ ಅನಾಪಿಗೆ—

ತೀರ್ಥಹಳ್ಳಿ ಮುನ್ಸಿಪಲ್ ಕೌನ್ಸಿಲ್‌ಗೆ ಸೇರಿದ ಬಗ್ಗೆ

ನನ್ನ ಜಿ ಅಪೀಲಿನಿಂದ ಇಂದಿನಂದ NALC $\frac{678}{31-32}$ ಕಾ 2-12-31ಗೆ ಇರುವಂತಿರ್ದ— ಮೊಲ್ಲಮಯಿಸ್ಸ ಲೋಕಲ್ ಬೋರ್ಡುಗಳ ಮೇಲಿರುವ ಗೌರವಪೂರ್ಣ ಅಭಿಪ್ರಾಯಗಳನ್ನು ಅಲಕ್ಷ್ಯಮಾಡುವುದರಿಂದ ವಿಷಯದಲ್ಲಿ ಕೌನ್ಸಿಲ್ ಅಭಿಪ್ರಾಯವನ್ನು ಕಡಿಮೆಮಾಡಬಹುದೆಂದು ಅಂದರಿಸಿರುತ್ತೆ—

ಈ ವಿಚಾರದಲ್ಲಿ ಕಾ $\frac{4}{9-12-31}$ ನೇ ಮುನ್ಸಿಪಲ್ ಮಿಷನರವರು ತಮ್ಮ ಅಭಿಪ್ರಾಯವನ್ನು ಈ ವಿಷಯದಲ್ಲಿ ಮಾಡಿರುವ ಶಿಫಾರಸ್ಸನ್ನು ಅನುಮೋದಿಸಿರುವುದಾಗಿ ತಿಳಿಸಿರುವ ಕಡತವನ್ನು ಮೇಲಿನ ಅಧಿಕಾರಿಗಳಿಗೆ/ ಅಂಚೆಯ ಮುಖಾಂತರ ಸಲ್ಲಿಸಿದೆ ||

5458
14/12/31

DEPUTY COMMISSIONER'S OFFICE. 11. 12. 3
12 DEC. 1931
SHIMOGA DISTRICT.

ಇಂತಿ ನಿಮ್ಮ ವಿಧೇಯ,
ತೀರ್ಥಹಳ್ಳಿ ಮುನ್ಸಿಪಲ್ ಕೌನ್ಸಿಲ್

Tirthahalli Minor Municipality.

Resolution Dated 9. 12 19

× ×

టౌన్‌లో మక్కళ్ లోకరల్ బ్యాక్సు మాడ్‌బూర్ సాంతి గళమేళన బ్యాక్సుగళన్న ఆరంభిసు వుదు యూరువ విషయదల్లి కౌన్సిలర్ అభిప్రాయ కళనుచిసిదాగి బంద శివమొగ్గా డిస్ట్రిక్ట్ కోఆపరేటివ్ సొసైటీయవర నోటీసు దినాంక 2-12-31 రల్లి బరువ కరు ఎ L G 678 రల్లి

శివమొగ్గా యవరు ఈ విషయదల్లి కొరువ అభిప్రాయవన్న ఆను మోదలిగె బరుదాగి తిళియుత్తేనె.

To,

The Deputy Commissioner,
Shimoga District.

Sir,

Ref: Your Official memorandum No. A 2. C. 878/31-8 dated 11th December 1931, requiring me to furnish the v of the Kumsi Town Municipal Council in the matter of the proposed abolition of the levy of tolls and local taxes on motor vehicles in Mysore.

As there are no toll-gates in this municipality and as the municipality does not at present derive any inc in the shape of local taxes on motor vehicles, I am directed to state that the Municipal Council has no opinion to offer. A copy of the resolution of the Municipal Council to this effect is appended for favour of perusa

5503
16.12.31

DEPUTY COMMISSIONER'S OFFICE
A2
15 DEC. 1931
DIST.

I have the honour to be,
Sir,
Your most obedient servant,

President,
Town Municipal

గవర్నమెంట్ రూల్స్ ఆఫ్ బిజినెస్ లో 14-12-31
నాటికి కుమారవతి కల్యాణ మండపం నిర్మాణం

No. ML.R1. 42/31-32 OFFICE OF THE ASSISTANT COMMISSIONER
Encl. nil. Shimoga Subdivision. and President
Bhadravati municipality
Dated (Camp) Shimoga the 19th Dec. 1931.

From,

The Assistant Commissioner, and the President Bhadra
Shimoga Subdivision./Shimoga. Vati municipality

To.

The Deputy Commissioner
Shimoga District

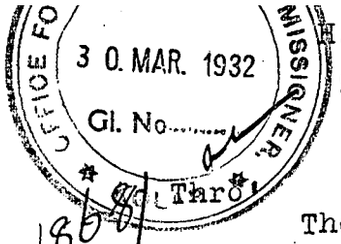
Sir

Re: The Abolition of the levy of Tolls and of local taxes on ~~the~~ motor vehicles in the State

With reference to your memo
1696 No A2 C 878/31-32 dated the 11th Dcer 1931,
21/12 calling for the views of the Council on
the above subject, I have the honour
to state that no Tolls are levied in this
municipality and that this municipality
is not, therefore, affected by this question.
This subject will however, be placed
before the municipal Council at its
next meeting and its opinion sent up.

DEPUTY COMMISSIONER'S OFFICE
A2.
19 DEC 1931
SHIMOGA

I have the honour to be
Sir,
Your most obedient Servant
Sub Divisional Officer and
President Bhadravati
Rm. Municipality



H. V. RAMASWAMY, Esquire, M.A., B.L.,
SECRETARY TO THE GOVERNMENT OF MYSORE,
General Department,
BANGALORE.

The Deputy Commissioner, Kolar Dist.

Sir,

Subject: Proposed abolition of Tolls.

With reference to your letter No.L. 3834-51 L.B.153-30-15 dated the 24th Novr.1931 calling for the views of the Board on the proposals of the Committee constituted for investigating into the above question, I have the honour to state that the Board are in general agreement with the scheme formulated by the Committee. Copy of their resolution No.9 on the subject is herein enclosed for the information of the Government.

I have the honour to b_,
S i r,
Your most obedient servant,

P r e si d en t,
District Board, Kola

L.63.55/31-32

Forwarded with Compliments.
Deputy Commissioner,
Kolar District
26.3.32

9. Government order No.L. 3844-51 L.B. 150-30-15 dated 5-11-51 suggesting abolition of tolls and levy of a tax n Motor vehicles and distribution of the income from the atter source to compensate the loss caused by the abolition of tolls on the basis of the five year's average evenue from tolls.

.C. Resolution:: This scheme may be adopted.

35
31-32

OFFICE OF THE PRESIDENT, DISTRICT BOARD,

KOLAR.

Dated the 8th April *193*2.

B 362

In reply to your D.O. letter No. L 6801-L.B.153-30 7th Instant, I write to state that a reply in the the proposed abolition of tolls with the Board's eeing with the views of the Committee was sent fice letter No. H.C.35/31-32 dated the 28th March the Deputy Commissioner, Kolar.

Yours sincerely,

To

ba Rao Esquire, B.A., B.L.,
Secretary, General department
ublic Offices buildings,

LB 153-30-37

GEN. & REV. DEPTT. 1932

NO. L. B. 7 2200/31-32

Ind. One

OFFICE OF THE PRESIDENT,
Kadur District Board,

Dated, Chickmagalur 21st March 1932

4.4.32

3919

GENERAL SECRETARY'S
From
7 APR. 1932
No. L.S.S.

HOSAKOPPA KRISHNA RAO, Esquire,
President, District Board,
Kadur District,
CHICKMAGALUR

To

H. V. Ramaswami, Esquire. M.A., B.L.

General Secretary to Government of Mysore,
BANGALORE

DEPUTY COMMISSIONER'S OFFICE
5. - APR. 1932
KADUR DISTRICT.

Through

The Deputy Commissioner,
Kadur District, CHICKMAGALUR

Sir,

With reference to your letter No. L. 3834-51/L.B.153-30-15 dated the 24/25th November 1931 inviting the views of the Board on the recommendations made by the Special Committee on the question of the abolition of the levy of all tolls and local taxes on motor vehicles, I have the honour to state when the subject came up for consideration at the meeting of the Board held on the 8th and 9th March 1932, they resolved that the recommendations of the Committee may be accepted subject to the condition that this Board will be compensated for the loss of their average income under this head for the past 3 years. A copy of the resolution No. 14

Extract from the Proceedings of the meeting of the Kaiur District Board convened on the 8th and 9th March 1932.

General Secretary's letter No. T. 3834-51 L.B. 153-30-15 dated 24/25th November 1931 inviting the views of the Board on the recommendations made by the Special Committee regarding the abolition of the levy of all tolls and of local taxes on motor vehicles.

4830 P.F.

Pol. 130

[R.O. 106 (a).]

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

OFFICE OF THE RESIDENT IN MYSORE,

Bangalore, 20th April, 1932.

4138/2

No. 2780 Encls. 2

605 of 1931.

GEN. & REV. 22 APR

LB 1S 3-30-38

A copy of the marginally* noted letter, with enclosure (in original), is forwarded herewith compliments, to the General Secretary to the Government of His Highness the Maharaja of Mysore, in continuation of endorsement from this office No.2336/606-31, dated the 2nd April, 1932.

*No.10776-1 CL&M, dated the 21st March, 1932, from the Government of Madras, Local Self Government Department.

for Secretary to the Resident.

Letter No.10776-1 CL&M, dated the 21st March, 1932, from the Assistant Secretary to the Government of Madras, Madras, to the Secretary to the Hon'ble the Resident in Mysore, Bangalore.

Reference.- Your letter No.1914/605 of 1931 dated the 15th March, 1932, regarding Abolition of tolls.

I have the honour to forward herewith a copy of the bill to amend the Madras Motor Vehicles Taxation Act, 1931 (Bill N of 1932) which is now under the consideration of this Governm

BILL No. 5 OF 1932.

A Bill further to amend the Madras Motor Vehicles Taxation Act, 1931, for certain purposes.

Madras Act III of 1931.

WHEREAS it is expedient further to amend the Madras Motor Vehicles Taxation Act, 1931, for the purposes hereinafter appearing; It is hereby enacted as follows:—

Short title.

1. This Act may be called the Madras Motor Vehicles Taxation (Amendment) Act, 1932.

Amendment of section 2 Madras Act III of 1931

2 In section 2 of the Madras Motor Vehicles Taxation Act, 1931 (hereinafter referred to as the said Act)—

(i) after clause (iv), the following clause shall be inserted, namely:—

"(iv-*a*) 'public road' means any street, road, square, court, alley, passage or riding path over which the public have a right of way, whether a thoroughfare or not, and includes the roadway over any public bridge or causeway," and

(ii) in clause (viii), for the words "parts, equipment, stores, fuel, oil and water" the words "parts and equipment" shall be substituted.

Amendment of section 4, Madras Act III of 1931.

3. In section 4 of the said Act—

(i) in sub-section (1), for the words "kept or used in the Presidency of Madras" the words "using any public road in the Presidency of Madras" shall be substituted; and

(ii) the second proviso to sub-section (2) shall be omitted.

Amendment of section 5, Madras Act III of 1931.

4. In section 5 of the said Act—

(i) for sub-section (1), the following sub-section shall be substituted, namely:—

"(1) (*a*) Upon the issue of a notification under sub-section (1) of section 4, no motor vehicle shall be used on any public road in the Presidency of Madras in any quarter, unless the registered owner or person having possession or control thereof has obtained a licence under sub-section (3) in respect of the vehicle on payment of the tax, if any, due thereon for such quarter;

(*b*) Any such owner or person may pay in advance the tax due on a motor vehicle for two or more consecutive quarters of the same year. When the tax is so paid, such rebate shall be allowed as may, from time to time, be notified by the Local Government;

(iii) for clause (*a*) of sub-section (3), the following clause shall be substituted, namely :—

"(*a*) When any person pays the amount of tax due in respect of a motor vehicle using any public road in the Presidency of Madras or proves to the satisfaction of the licensing officer that no tax is payable in respect of such vehicle, the licensing officer shall—

(i) grant to such person a licence, in such form as may be notified by the Local Government, to use the vehicle on public roads in the Presidency of Madras for the quarter or quarters concerned; and

(ii) record that the tax has been paid for a specified quarter or quarters or that no tax is payable in respect of the vehicle, as the case may be, in the certificate of registration granted or renewed in respect of the vehicle under the rules made by the Local Government under the Indian Motor Vehicles Act, 1914, or in the case of vehicles not registered under the said rules, in a certificate in such form as may be notified by the Local Government". VIII of 1914

Amendment of section 6, Madras Act III of 1931.

5. For section 6 of the said Act, the following section shall be substituted, namely :—

Carriage of licence on vehicle and duty to stop it on demand by police officer

"6. (1) The licence granted in respect of any motor vehicle under clause (*a*) of sub-section (3) of section 5 shall be carried in a conspicuous place upon the vehicle in such manner as may be notified by the Local Government and if such a licence is not so carried upon such vehicle, the registered owner or the person having possession or control thereof shall be punishable with fine which may extend to fifty rupees.

(2) Any police officer in uniform who is not below the rank of sub-inspector or who being below such rank is specially authorized in this behalf by the Commissioner of Police in the City of Madras and by the District Magistrate elsewhere, may require the driver of any motor vehicle on any public road to stop the vehicle and cause it to remain stationary so long as may reasonably be necessary for the purpose of satisfying himself that a licence has been obtained in respect of such vehicle for the quarter then current.

(3) Any person failing to stop a motor vehicle when required to do so by a police officer under sub-section (2) or resisting such officer shall be punishable with fine which may extend to fifty rupees."

6. Section 8 of the said Act shall be omitted.

7. At the end of section 9 of the said Act, the following sentence shall be added, namely :—

"The motor vehicle in respect of which the tax is due or its accessories may be distrained and sold in pursuance of this section, whether or not such vehicle or accessories are in the possession or control of the person liable to pay the tax."

8. In the Explanation to section 11-A of the said Act, the words "along a road" shall be omitted.

9. Section 12 of the said Act shall be omitted.

10. In Schedule I to the said Act—

(i) in item (10) of the items relating to the Madras District Municipalities Act, 1920, in sub-section (1) of section 270-D, for the words "defray their amount", the words "defray the amount" shall be substituted; and

(ii) clauses (i) to (iii) of item (2) of the items relating to the Madras Local Boards Act, 1920, shall be renumbered (ii) to (iv), respectively and the following shall be inserted as clause (i), namely:—

"(i) in sub-section (1), the words 'and tolls' occurring after the words 'the following taxes' shall be omitted;"

11. In item 3 of Schedule II to the said Act, the word "solely" occurring before the words "in the course of trade and industry" shall be omitted.

STATEMENT OF OBJECTS AND REASONS.

The main object of this Bill is to facilitate the prompt collection of the tax imposed on motor vehicles by the Madras Motor Vehicles Taxation Act, 1931 (Madras Act III of 1931) and thereby to ensure the payment in full measure of the compensation to which local bodies are entitled.

2. The collection of tax under the Act has so far been discouraging, largely on account of the fact that the Act does not give sufficient powers to the police to check whether motor vehicles have obtained licences under it or not. Section 6 of the Act provides that the licence granted in respect of a motor vehicle should be carried in a conspicuous place thereon, but no penalty is provided for failure to comply with this provision. Nor have the police power under the Act to stop the vehicle for the purpose of verifying whether a licence has been obtained in respect of it or not. The Bill remedies both these defects by making failure to exhibit the licence on the vehicle as required by that section a punishable offence and by empowering a police officer in uniform to stop the vehicle for the purpose of satisfying himself that the provisions of the section have been complied with.

3. In order to encourage payment of tax for more than one quarter in advance it is proposed to take power to sanction a rebate in such cases and also to enable a refund of the tax being given where a vehicle has not been used during the whole or any portion of a quarter not being less than a month.

4. Difficulty is experienced in calculating the 'unladen weight' of a motor vehicle or trailer as defined in the Act and so it is proposed to simplify the definition by omitting therefrom the words "stores, fuel, oil and water".

5. It has been represented to Government that the Act as it stands which requires every motor vehicle kept or used in the Presidency to pay the tax works hardship in the case of vehicles which make no use at all of public roads. To remedy this complaint, it is proposed to make user of public roads the criterion of liability to pay the tax.

6. Section 8 which provides an elaborate procedure for seizure and sale of motor vehicles in respect of which the tax has not been paid, has been deleted and an addition to section 9 has been made to the effect that the vehicle and its accessories may be distrained and sold under that section.

7. This opportunity has been taken to set right two slight errors in Schedule I of the Act.

8. The other amendments made are consequential.

B. MUNISWAMI NAYUDU.

Government of Fort St. George

LAW (LEGISLATIVE) DEPARTMENT

A

BILL

FURTHER TO

Amend the Madras Motor Vehicles Taxation Act, 1931.

(with Statement of Objects and Reasons)

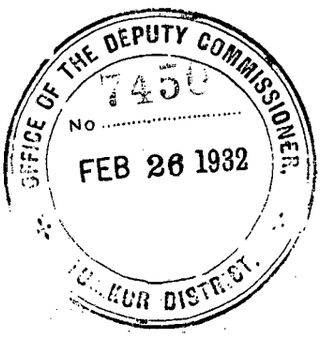
(BILL No. 5 OF 1932)

The Hon'ble Diwan Bahadur B. MUNISWAMI NAYUDU.

LB 153-30-3

OFFICE OF THE PRESIDENT, DISTRICT BOARD,
TUMKUR DISTRICT,

Dated, Tumkur, the 24th February 1932.



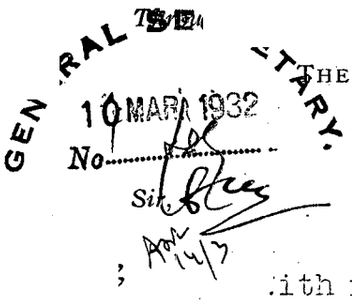
From

D. S. MALLAPPA, ESQ., M.L.C.,
PRESIDENT, DISTRICT BOARD,
TUMKUR DISTRICT, TUMKUR.

To

R. RANGA RAO, ESQ., B.A., B.L.,
GENERAL SECRETARY TO THE GOVERNMENT
OF HIS HIGHNESS THE MAHARAJA OF MYSORE,
BANGALORE.

L 3618



THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT, TUMKUR.

Sir,

With reference to your letter No. L. 3834-51 dated 28-1-1932 calling for the views of the Board on the recommendations made by the Committee appointed to investigate the question of the abolition of the levy of all toll and of local taxes on motor vehicles, I have the honour to state that the recommendations made by the Committee were considered at great length by the District Board at their meeting held on the 16th instant and they are generally agreeable to the recommendations made subject to certain modifications. A copy of the resolution of the Board on the subject is enclosed for perusal.

I have the honour to be,

s i r,

your most obedient servant,

K. Narayana Setty

For President, District Board,
Tumkur District.

ASD.

98 — 7450/31.32

Forwarded with compliments.

N. Iyengar
Deputy Commissioner
Tumkur

27/2/32

Extract from the proceedings of the meeting of the District Board, Tumkur District, held in the Deputy Commissioner's Courthall on Tuesday the 16th February 1932 at 12 no

General Secretary's letter No.L.3834-51. dated 25-11-31 calling for the views of the District Board on the recommendations of the Committee re: the question of the abolition of the levy of tolls.

Resolution:- The Board is agreeable to the abolition of toll and to get a share from the Provincial tax calculated on the basis of its income from tolls during the preceeding three years

The rate of taxation on motor vehicles may be as under:-

Motor cycles	
Buses	
For less than 50 miles	20/- per seat
For miles 50 & above	30/- do
Private cars	40/-

By this arrangement the revenue that may be realised may be less. But it will be compensated by the continuance of the levy of toll in respect of bridges etc. This point does not appear to have been taken into consideration by the Committee in deciding the schedule

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

Dated Tumkur, the...22nd April... 193 2

FROM

N. Sundararaja Iyengar, Esquire, B.A.,

Deputy Commissioner
Tumkur District, Tumkur.

GEN. & REV. SECT. 26 APR 1932

SECRETARIAT 25 APR. 1932

H.V. Ramaswami, Esquire, M.A.,B.L.,

General ~~Chief~~ *Secretary to the Government,*
of Mysore, Bangalore.

Re: Abolition of levy of tolls and local taxes on Motor vehicles in the State.

With reference to your D.O. letter No.L. 7095-8/ L.B. 153-30 dated 18-4-1932 on the above subject, I have the honor to state that the President of Tumkur Town Municipal Council has not yet furnished his opinion in the matter.

A D.O. letter has been addressed to the President to-day to forward his opinion immediately, and on receipt of the same a further communication will be made to you in the matter.

I have the honor to be,
sir,
Your most obedient servant,

N. Sundararaja Iyengar

Deputy Commissioner,
Tumkur District.

LB 153-30-40 4325

No. C.344/L.B.31-32.

Encs: One.

GENERAL SECRETARY. 3 - MAY 1932 No. 25

From

OFFICE OF THE PRESIDENT, DISTRICT BOARD,
Shimoga District.

Dated, Shimoga 26th April 1932.

H. SIDDAIYA, ESQ., B. A., LL. B.,
President, District Board,
Shimoga.

Forwarded with compliments to
To

GEN. & REV. 6 MAY L. G. B.

H.V. Rameswami, Esq., M.A., B.L.,
Deputy Commissioner Secretary to Government,
Sh... District General Department,
Bangalore

Shimoga, Date 193

THROUGH THE DEPUTY COMMISSIONER, SHIMOGA DISTRICT, SHIMOGA.

Sir,

DEPUTY COMMISSIONER'S OFFICE M3 29 APR 1932 SHIMOGA DISTRICT

With reference to your No. L. 3834-51/L.B. 150-30-15 dated 24/25th November 1931 forwarding copy of report of the Committee appointed by Government to investigate the question of the abolition of the levy of all tolls and of local taxes on motor vehicles with a request to furnish the views of the District Board on the recommendations made by the Committee, I have the honour to state that the subject was referred to the Standing Committee of the District Board for favour of furnishing their opinion in the matter and they at their meeting held on 8th February 1932 resolved that tolls might be abolished provided an equal amount is granted annually by the Government. This resolution of the Standing Committee was placed before the District Board at their meeting held on 3rd and 4th March 1932 and they approved of the resolution passed by the Standing Committee in the matter..

A copy of the resolution passed on the subject is here in

Proceedings of the Third Ordinary Meeting of the District Board, and Local Edudation Authority, Shimoga, held on Thursday the 3rd ~~and~~ Marbh 1932 at 8 A.M. in the Town Hall, Shimoga, and continued on 4th March 1932.

xxx xxx xxx

Subject No.68 (2). Letter No. L. 3834/L.B. 153-30-15 dated 24/25-11-1931 from the General Secretary to the Government of Mysore forwarding copy of report of the Committee appointed by Government to investigate the question of the abolition of the levy of all tells and of local taxes on motor vehicles with a request to furnish the views of the District Board on the recommendations made by the Committee.

RESOLUTION OF THE STANDING COMMITTEE:- Tolls may be abolished provided an equal amount is granted annually by the Government.

RESOLUTION OF THE DISTRICT BOARD:- The resolution of the Standing Committee is approved.

xxx

4489
L.

OFFICE OF THE PRESIDENT, DISTRICT BOARD,

NO. A2/25-31
ENCLS. one only
FROM

Hassan, Dated 29th April 1932
7th May 1932

H. B. GUNDAPPA, ESQ., B. A., B. L.,
PRESIDENT, DISTRICT BOARD,
HASSAN.

GENERAL SECRETARIAT
13 MAY 1932
No. L1 S 9

GEN. & REV. SECTT.
16 MAY 1932

13777

DEPUTY COMMISSIONER'S OFFICE
8 MAY 1932
HASSAN.

The Financial Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

Through the Deputy Commissioner, Hassan District.

Sir,

Re: the abolition of all tolls and of local taxes on motor vehicles.

With reference to your letter No.L.3834-5/L.B. 153-30-15, dated 25th November 1931 and the reminder No.L.6173-81/L.B. dated 1st March 32, calling for the opinion of the Board on the subject, I have the honor to state that the subject was considered by the Board at their meeting held on 18th April 32 and after a prolonged discussion the Board deferred the question for further consideration.

The subject will be arranged to be considered by the Board again at their next meeting to come off on 16th July 1932 and their decision communicated soon after the meeting.

A copy of the resolution of the Board is enclosed.

Sl. 13777-31
12.5.32

Forwarded with compliments.

Deputy Commissioner,
Hassan District.

I have the honor to be,
Sir,
Your most obedient servant,

H. B. Gundappa
President,
District Board, Hassan.

Proceedings of the Fourth ordinary meeting of the Hassan District Board, held on Monday the 18th April 1932.

Present

H.B.Gundappa, Esq., B.A., B.L., President, District Board

Ex-officio members. 2 Non-officials. 24.

3. General Secretary's letter No.3834-51/L.B.153-30-15, dated 24th November 31, forwarding the report of the Committee to consider the question of abolition of tolls and local taxes on motor vehicles in Mysore and favour Government with the views of the District Boar

Resolution of the standing committee

The original resolution will stand

Resolution. Resolved that the question may be deferred

Sd. H.B.Gundappa,
President, District Board, Hassan.

"Copy".

Sd. H.B. Gundappa
President,
District Board, Hassan.

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

Dated Tumkur, the.....4th June..... *1932*.

FROM

Sundararaja Iyengar Esq., B.A.,
Deputy Commissioner
Tumkur District, Tumkur.

GENERAL SECRETARY
7 JUNE 1932
No. [illegible]

To

R. Ranga Rao Esq., B.A., B.L.,
General ~~Chief~~ *Secretary to the Government,*
of Mysore, Bangalore.

GEN. & REV. SECTN.
9 JUNE 1932
L. S. & EXTN.

Subject:- Re.abolition of tolls and local taxes on motor vehicles in the State.

In continuation of this office letter No.A.3.C. 483/31-32 dated 27th May 1932 on the above subject, I have the honor to state that the Tumkur Municipal Council have resolved that they do not agree to the toll being abolished altogether unless the Government are willing to make good unconditionally the average of toll collections for the last 3 consecutive yea...

I have the honor to be,

Sir,

Your most obedient servant,

Venkata Ranga Rao
For Deputy Commissioner, 4/6
Tumkur District.

Ws for perusal. The mamlatdar's report and orders are awaited. This will be abstracted after Retirement when the file is received back.

With reference to your D.O. No.L. 7713-14/ L.B. 153-3 dated 20-5-1932 on the above subject, I have the honor to state that the Sira Municipal Council is of opinion that the above said tolls may be abolished if the Government are agreeable to pay every year an amount equal to three years' average realisations. The President of Tumkur Town Municipal Council has reported that the special meet fixed for the 10th instant could not be held for want of quorum and that the matter could not be replied finally and that the resolutic of the council will be forwarded as soon as the council meets and considers the subject.

On receipt of the above information from the Municipa President, Tumkur, the same will be submitted to you.

I have the honor to be
sir,
Your most obedient servant

The final report has been received thereon

To

The Secretary to the
Hon'ble the Resident in Mysore,
Bangalore.

Dear Sir,

I am directed to invite reference to the correspondence ending with ... letter No.62 dated 6th January 1932 on the question of the abolition of tolls and Municipal taxes on Motor Vehicles in Mysore and the levy of a provincial tax on them. In para 2 of your letter Government note, that the Hon'ble the Resident agrees with them, that, as far as possible, there should be reciprocity between the City and the Civil and Military Station, Bangalore, in the matter of tolls and is prepared to take steps to introduce necessary legislation in the Civil and Military Station in respect of Motor Vehicles.

2. As will be seen from paras 10, 15 and 18 of the Report of the Committee appointed to consider the question of abolishing tolls and municipal taxes on vehicles, the Committee propose the total abolition of tolls on all vehicles and the license fees collected by Municipal Councils. The Committee estimate that the loss of revenue under these two heads will amount to about Rs. 6 lakhs and they propose that this amount should be recouped by the levy of a Provincial tax on Motor Vehicles at the rates noted below:

	Pneumatic tyres.
Motor Cycles. ..	Rs 20 per year.
Motor Cars. ..	" 60 " "
Motor Taxis and buses.	" 30 " seat.
Motor Lorries.	"300 to 1,100 per annum according to the tonnage of the vehicle.

(For further details vide schedule attached to the report)

As it is proposed in the Civil and Military Station to abolish tolls on motor vehicles only and to continue tolls on other vehicles, the Government of Mysore propose to adopt a similar policy. They accordingly propose to abolish the levy of tolls and municipal taxes on motor vehicles only. The loss involved on this account is estimated at about Rs 3 to 4 lakhs, and accordingly it will be possible to fix the scale of provincial taxation on motor vehicles at rates appreciably lower than those proposed by the special committee. The rates provisionally proposed for adoption are as follows:-

	Pneumatic tyres.
Motor Cycles	Rs 15 per year.
Motor Cars	" 40 " "
Motor taxis	" 20 per seat.
Motor buses	" 20 " "
Motor lorries	"200 to Rs 750 according to the tonnage of the vehicle.

An essential condition for the adoption of this scheme of taxation is that the rates of motor vehicles taxation in the C & M Station should be the same as those in force in the rest of the State as, in the event of the rates in the Station being lower, there would be the likelihood of vehicles which should be registered in the Bangalore City being registered in th

in the C & M. Station.

I am to request you to kindly intimate whether the Hon'ble the Resident is agreeable to prescribing the same scale of motor taxation in the C & M. Station as is proposed to be prescribed for the rest of the State by the Government of Mysore.

Yours sincerely,

To

The Secretary to the
Hon'ble the Resident in Mysore,
BANGALORE.

Dear Sir,

I am directed to invite reference to the correspondence ending with your letter No.62 dated ~~6th July~~ 1932 on the question of the abolition of tolls and Municipal taxes on Motor Vehicles in Mysore and the levy of a provincial tax on them. In para 2 of your letter Government note, with thanks, that the Hon'ble the Resident agrees with them, that, as far as possible, there should be reciprocity between the City and the Civil and Military Station, Bangalore, in the matter of tolls and is prepared to take steps to introduce necessary legislation in the Civil and Military Station in respect of Motor Vehicles.

2. As will be seen from paras 10, 15 and 18 of the Report of the Committee appointed to consider the question of abolishing tolls and Municipal taxes on vehicles, the Committee propose the total abolition of tolls on all vehicles and the license fees collected by Municipal Councils. The Committee estimate that the loss of revenue under these two heads will amount to about 6 lakhs and they propose that this amount should be recouped by the levy of a Provincial tax on Motor vehicles at the rates noted below:--

Pneumatic tyres.

Motor cycles	Rs.20 per year
Motor cars	" 60 " "
Motor Taxis and buses	" 30 per seat
Motor lorries	" 300 to 1100 per annum according to the tonnage of the vehicle.

(For further details, vide schedule attached to the report)

But Government are not at present prepared to accept these recommendations in toto. They have provisionally decided to confine their action in respect of Motor Vehicles ~~i.e., to~~ and abolish tolls and Municipal taxes on them. They estimate that the loss involved on this account is about 3 lakhs and they propose to recoup this amount by the levy of a provincial tax on motor vehicles.

3. The rates at which Motor Vehicles are taxed in the State at present are:--

A. Municipal tax

For Every Motor Car.	Rs.30
For every Motor Cycle with or without a sidecar.	5

B. Tolls.

For every Motor car	1	0	0
For every Motor Bus.	2	0	0
For every Motor Cycle with or without a sidecar	0	8	0

Government propose to revise these rates as noted in the margin and they estimate that this will secure a return of Rs.300,000.

I am to ask you to kindly state whether these proposals are acceptable to

As it is proposed to remove the tolls on motor vehicles and to continue the tolls on other vehicles, the Government consider that there is no justification to adopt a similar policy in regard to abolition of Municipal taxes on motor vehicles and the loss involved on this account is estimated at about Rs 3 lakhs, and accordingly it will be possible for the Government to forego provincial taxation on motor vehicles at a rate appreciably lower than the rates proposed in the margin. But as an essential condition for the adoption of this scheme of taxation that the rate of motor vehicle taxation in the Madras State is not lower than the rates in the neighbouring States, otherwise there would be the likelihood of vehicles registered in the Madras State

Pneumatic tyres.

	Rs.
Motor cycles	15 per year.
Motor cars	40 " "
Motor taxis	20 per seat
Motor buses	20 " "
Motor lorries	Rs.200 to Rs.750 according to the tonnage of the vehicle

I am to request you to know
whether

the Hon'ble the Resident ~~for the Civil and Military Station also.~~ is agreeable to receiving the communication which is proposed to be addressed to the Chief of the State of this Army

Yours.

GEN. & REVENUE SECTT.
4600
21 APR. 1933
L. S. G. BRANCH.

Pol. 134

ABOLITION OF TOLLS. 19th April, 1933.

LR 153-30-45

My dear Sir Madhava Rao,

I am desired to refer to the correspondence ending with Mr. Ranga Rao's demi-official letter No. Pol.157/L 153-30-42, dated the 10th August, 1932, and to enquire whether any special tax is now levied in the State on motor vehicles for permission to ply for hire and, if so whether the tax is proposed to be retained after the introduction of the consolidated new provincial tax.

Yours

F. Drake

Madhava Rao, Esq., B.A., B.L.,
Chief Secretary to the Government of
His Highness the Maharaja of Mysore

LB 153-30.46

To Pol. 1144 Secret

The Secretary to D. 30/5/33
the Hon'ble the Resident.

Sir,

With reference to your D.O. letter No. 2940 dated the 19th April 1933 addressed to Diwan R. Madhava Rao enquiring whether any special tax is now levied in the State on Motor Vehicles for permission to ply for hire etc., I am directed to state that under the Rules framed under the Mysore Motor Vehicles Regulation, a fee of Rs. 16/- has to be paid by the proprietor of a motor bus for getting the first permit called the "G" permit, to enable him to ply a vehicle for hire and to pay thereafter a renewal fee of Rs. 8/- per ~~year~~ annum. Another permit, called the "H" permit has also to be taken out on payment of a mileage or road cess the total amount to be paid depending on the number of miles traversed by the vehicles. The intention was that these payments would continue even after the abolition of Tolls & Cess in connection with a provincial tax

While the several proposals of the Tolls Abolition Committee are still under consideration, the Committee appointed ~~to~~ by Government to enquire into the matter of the regulation and taxation of motor transport in the State, ~~submitted their report.~~ have Their recommendations in regard to the taxation of motor buses plying for hire are contained in para 44 (3). - Motor Buses - of the Report, a copy of which is herewith sent

circumstances, ~~the question of considering together~~ the proposal relating to the taxation of Motor Vehicles in the State, embodied in the reports of ~~the two~~ both the Committees ~~referred to above is being taken up by the~~ committees under consideration Government. A further communication on the subject will therefore be made to you before ~~a~~ definite decisions are reached on ~~the~~ several recommendations made ~~therein~~ in due course.

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore 29th May

From H.V. Ramaswami, Esq., M.A., B.L.,
General Secretary to the Government of His Highness the Maharaja of Mysore.

To

Sir,

With reference to your D.O. letter No.2940 dated the 19th April 1933 addressed to Mr. N. Madhava Rao enquiring whether any special tax is now levied in the State on Motor Vehicles for permission to ply for hire etc., I am directed to state that, under the Rules framed under the Mysore Motor Vehicles Regulation, a fe of Rs.16/- has to be paid by the proprietor of a motor bus for - getting the first permit, called the "G" permit, to enable him to ply a vehicle for hire and to pay thereafter a renewal fee of Rs. per annum. Another permit, called the "H" permit, has also to t taken out on payment of a mileage or road cess, the total amount be paid depending on the number of miles traversed by the vehicle The intention was that these payments would continue even after t abolition of tolls and the introduction of a provincial tax inste

While the several proposals of the Tolls Abolition Committee were still under consideration, the Government of Mysore appointe a committee presided over by Sir Charles Todhunter to enquire int the matter of the regulation and taxation of motor transport in t State. Their recommendations in regard to the taxation of motor buses plying for hire are contained in para 44 (3), - Motor Buses of the Report, a copy of which is herewith sent for ready referenc In the circumstances, the proposals relating to the taxation of Mo Vehicles in the State, embodied in the reports of both the Committ are now under the consideration of the Mysore Government. A furth

App. F. IX-4

Previous References.

File No.

Serial Nos.

Later References.

GENERAL AND REVENUE SECRETARIAT.

Serial Nos.

Part B for

SUBJECT.

OM

C.S.Kuppuswamiengar, Esq.
DEPUTY COMMISSIONER,
KADUR DISTRICT.

836
23 AUG 1932
L. S. G. BRANCH.

GENERAL SECRETARY
23 AUG. 1932
No. L. S. G.

To
R. Ranga Rao, Esq.; B.A.,B.L.,
SECRETARY TO THE GOVERNMENT OF
HIS HIGHNESS THE MAHARAJA OF MYSORE,
...General.....DEPARTMENT,
BANGALORE

In continuation of my letter of even number dated he 24th June 1932, re: the particulars of income from oll on motor and other vehicles respectively realised at the several Toll gates in this District, I have the honor to append on the reverse particulars in respect of all State and District Fund Toll gates in the District.

I have the honor to be,
Sir,
Your most obedient servant,

Deputy Commissioner,
Kadur District.

Sent for perusal. Necessary action may be taken

P.T.O

The Rev. Court Dycan^r mysore D^t. Dycan^r bhatkal
Personal mysore city rly. Mgl Can^r R! Concessions
and Dy comm^rs order &c.

Letter no 84-80 — 90 § 23.6.32

Calls for information re annual income
from Mks on State Road Toll gates, Ist Road
Toll gates and rail Toll gates on motor vehicles
and other vehicles separately

To

The Rev Coll^r. Letter no A 5613 § 24.6.32
Calls for detailed information as regards
incomes in respect of motor and other vehicles
in Frontier and interior Toll gates under State
Road Tolls

From

The Rev Coll^r letter no 6963 § 25.6.32
States that information has been called for and
will be furnished on receipt

From

The Dycan^r Tumkur Letter no A 2483 § 25.6.32

Hassan	16319 § 25.6.32
mysore	4091 § 24.6
Chikkm	3054 § 25.6
Kadur	1543 § 25.6.
Kolar	8474 § 25.6
Shimoga	1566 § 27.6

Ltd for perusal. On receipt of information from D^o Core, Ltd
no Precedent may be awaited for 2 days more in accordance

Rev Court Secy

Yes (Reminder may come late as
if no reply is received
(In this case
this type

WD 70—GBPM—60,000—13-8-31.

From

The Dy Com^r Bangalore Dt. Letter no C1-5291/30 6/3

Furnishes the information re annual income from motor vehicles etc in respect of Bangalore City, Mlly and Blacks that the information as regards other Districts has been called for and will be furnished on receipt

From

The Dy Com^r Tumkur. Letter no 24833/2-7-1932

Furnishes the annual income from respect of Motor and other vehicles in respect of Frontier and Interco Stns:

From

The Dy Com^r N'lore Dt. Letter no 5291/3 2-7-1

Furnishes the information re annual income duties in respect of M motor etc.

The information received from Bangalore is not complete. Information from the Dev Com^r has not yet been received. Send with a draft N^o.

17/8/32 Issued 17/8/32

From

The Dev. Com^r Letter no C 4943,

States that information is still due from the Dt^s and will be sent on receipt

From

The Dy Com^r N'lore Letter no C1-5291/5-7-32

" " "

Furnishes the information in respect of certain Dist The figures have been roughly tabulated from information so far received. The receipt of inform from the Dists Com^rs and from information from the Dy Com^r may be awaited

Please bring up when a copy of the Tax Abolition Com^n report is received. 4/10

Complete information from the Districts and from the Revenue Commissioner has not been received. The total figures have been given in some cases without any distinction as to the amount received on account of tolls on motor vehicles and other vehicles. In such cases some arbitrary figures for each District has been taken as income from tolls on motor vehicles and other vehicles. In Bangalore District, the income from tolls on motor vehicles has been taken at Rs. 2500/- and on other vehicles at Rs. 2000/-, as there are more buses to Nelamangala and greater income from motor vehicle were expected. In Tumkur District also, two-thirds of the total figure furnished has been taken as income from motor vehicles as in State Fund Tolls ~~most all carts are exempt except timber carts.~~ In Mysore District, on account of British Frontier the income from motor vehicles has been taken almost equal to half and in interior toll gates, a little less than half. As regards District Fund Tolls the income has been taken from motor vehicles at almost half of the total income. In regard to Municipal Towns, the income from tolls on motor vehicles has been taken at ½ of the total income. On this basis the figures are as follows:-

State Fund Toll Gates.		
Frontier -		
Income from M. vehicles	38591	72,713
Income from other vehicles	34122	
Interior		
Income from motor vehicles	47567	83,413
Income from other vehicles	35846	
		1,56,126
District Fund Tolls.		
Motor Vehicles (income)	60300	1,12,338
Other vehicles "	52038	

DEWAN'S MINUTE.

FILE No. 193 .

SALEM WANTS TOLLS RESTORED

District Board to take over College

SALEM, Aug. 13.

At a meeting of the Salem Municipal Council held yesterday, the Chairman, Mr. T. M. Chinnaiya Pillai, presiding, the question of handing over the College, now run by the Municipality, to the Salem District Board was discussed. It was proposed that only the College and, not the High School department, should be handed over to the District Board, and to this the Council agreed.

The Council also considered and adopted the administration report for the year 1931-32, which showed that the expenditure under management amounted to Rs. 30,473. Communications were budgetted for to a total of Rs. 76,959. Over 53 miles of roads were maintained by the Municipality. The abolition of tolls had resulted in a heavy financial deficit to the Council, and the Government subsidy in lieu of toll income was less, than Rs. 40,000, whereas the average toll-fee collections had amounted to over Rs. 1 lakh in previous years. The report urged that tolls should again be brought into force, as the readiest means of stabilising the finances of local bodies.

SHOTS FIRED AT MUNSIFF

(From our own Correspondent)

SECUNDERABAD, Aug. 11.

News has been received from Latur in the Osmanabad district that an attempt has been made on the life of Mufti Moulvie Rashiduddin, Munsif of Latur.

It is alleged that a Sindhi police constable, named Sheik Ahmed, shot at the Munsif with a shot gun while the latter was returning to his house in his motor car at about 9 p.m. and wounded him on the forehead. The constable is alleged to have fired another shot, which struck the Munsiff,s driver on his hands. The Munsiff was not seriously wounded and is progressing favorably under treatment.

The motive for the crime is ascribed to the fact that the constable, who formed part of the guard at the Munsiff's Court, had been turned out of a room which he occupied in the court premises and that he bore a grudge against the Munsiff. He has been arrested and charged with attempted murder.

C. Secy

We must take care that we don't land Govt. or local bodies in similar difficulties...

PROPOSED TOLLS FOR CARTS

MADRAS, Aug. 23.

The Government are now considering a proposal for the reimposition of tolls in municipal limits on country carts and vehicles other than motor cars. They are reported to be in consultation with local bodies on the subject.

Madras Mail
22-8-32

DEWAN'S OFFICE
24. AUG. 1932

This is interesting in view of our own decision on the same lines

MJ
24-8-32

G. Secy

Statement showing the probable income from Provincial taxation of motor veh

Details of Motor Vehicles	No.	Expected income at rates proposed by the Committee.	Expected income at rates provisionally fixed by Government.
Motor cars	829	49,740	33,160
Motor cycles	135	2,700	2,025
Taxis (32 seats)	8	960	640
Buses (17,073 seats)	963	5,12,190	3,41,460
Lorries ½ ton in weight	2	600	400
,, ¾ ton	12	3,600	2,400
1 ton	66	33,000	22,110
,, 1½ ton	23	11,500	7,705
,, 1½ ton	38	19,000	12,730
,, 1¾ tons	1	800	535
,, 2 tons	11	8,800	5,885
,, 2½ tons	2	1,600	1,070
,, 3½ tons	1	900	600
,, 4 tons	1	1,000	665
,, 6 tons	2	2,200	1,500
		6,48,590	4,32,885

Much is heard of late in the pre
about the alleged hardship caused to
Motor vehicles owners in Madras Pre-
sidency by the working of the New
Act and it is also said that the taxa
tion on motor vehicles is the highest
in Madras as compared with the other

Before committing themselves to
any definite course of action Govern-
ment would like to have your advice
the matter in the light of the expe-
rience gained in Madras and I request
you to help us with your suggestion
if there be no objection.

This will of course be regarded
as a purely personal consultation and
the correspondence treated as confi
dential

Yours sincerely

To.

Rai Bahadur N. Gopalaswami Iyengar
Inspector of Municipal Councils
and Local Boards,
MADRAS.

Please permit me to write to you on the question of the abolition of tolls and Municipal Taxes on Motor Vehicles and the levy of a Provincial Tax on them. Your experience of the working of the Madras Motor Vehicles Taxation Act will, I am sure, enable you to advise us in the matter.

A Committee was appointed by the Mysore Government to go into the question and after fully considering all aspects of the matter they have made the following proposals:-

i) Abolition of all tolls in the State.

ii) Abilition of Municipal Taxes on motor and other vehicles.

iii) Levy of a Provincial tax on motor vehicles at the rates noted below, with a view to recoup the loss to Government and Local Bodies by the abolition of tolls and Municipal Taxes:-

Motor Cycles	Rs.20/- per year
Motor Cars	Rs.60/- "
Motor Taxis and Buses	Rs.30/- per seat
Motor Lorries	Rs.300/- to Rs.1,100/- per annum according to the tonnage of the vehicle.

(For further details, vide schedule attached to the report enclosed herewith)

These proposals you will see, follow the lines adopted in Madras and if they have to be approved, legislation on the lines of the Madras Act will have to be undertaken. Government, however, do not propose to accept the recommendations of the Committee in toto for the reason that it is felt by some that the levy of the new tax on motor vehicles at the rates recommended by the Committee will work as a hardship on the owners of motor vehicles. The idea of Government, is therefore, to restrict the abolition of tolls and Municipal Taxes to Motor vehicles only, retaining them on

In view of the [illegible] the Municipal Council to meet the in[illegible] of the tarring loan partly out of increased toll revenue, the Council i[illegible] to the abolition of tolls in the City. If Government desire to abolish [illegible] sake of uniformity, the Council wants to be compensated on the basis of [illegible] year's income from toll and vehicle tax and not on the average of the past [illegible] years unless Government are prepared to waive their claim to a part of the tar[illegible]ing loan to the extent proportionate to the loss caused to the resources of the Council.

Has no objection to abolition of to[illegible]ipal Council is given out of the Revenue from the new tax, a sum which is not less than the income which is being derived by the Municipal Council from these items.

Agrees with the proposals of the Committee to discontinue levy of tolls if it is credited with the average income from toll and licenses fee amounting to Rs.2,749/- per annum.(Note:- by license fees taxes on motor vehicles are perhaps meant ~~xxxtxxxpxxpxxxxxx~~.

Is agreeable to the proposal if the Municipal Council is reimbursed to the extent of Rs.500/- a year, which is the average income from toll for the past 3 years.

The present system is advantageous and may continue.

Is agreeable to the proposal on the condition that the Municipal Council is given average income from toll and taxes on motor vehicles amounting to Rs. 6,637/- per annum and that the motor vehicles owned by the Council and ambulance cars are exempt from the proposed taxation on motor vehicles.

Agreeable to abolition of toll on motor vehicles only, sub payment of a compensation of at least Rs 1,500/- per annum and the council requests that it be permitted to levy toll on other ~~items~~ vehicles.

22. Channapatna " ")
23. Dodballapur " ") Agreeable if the present income is made good.
24. Anekal " ")
25. Hoskote " " Not agree
26. Hole-Narasipur " " Not in favour.
27. Channarayapatna " " Agreeable.
28. Hassan " " (Has no toll gates) Agreeable subject to the modification that payment of compensation may be made not only to Municipal Councils levying tolls but also to those who have submitted proposals for the establishment of toll gates, on the basis of a fair estimate.

19.2.32.

29. District Board, Chitaldrug. Accept the proposals provided Government guarantees the Board annually to the extent of the loss sustained by it by the proposed abolition based on the average income for the past 3 years, irrespective of the income deri ~~ed~~ by Government in this behalf by taxing the motor vehicles.

30. " " Bangalore Agreeable.
31. Municipal Council Shimoga Agreeable
32. " " Shikarp Not agreeable as the finances of the Council would be crippled by the proposed abolition of tolls.

Chitaldrug Municipal Council.	Is agreeable to the proposal.
Davangere Municipal Council.	Is generally in agreement with the proposal
Hiriyur Municipal, Council.	Is agreeable to the proposal on condition that it is reimbursed to the extent of ~~Rxtxx~~ Rs 1,614/- per annum in all, being the average income from tolls for 3 years and the ~~tax~~ revenue the Municipal Council would have got from taxing certain vehicles which are now exempt.
12. Harihar Municipal Council.	Is not in favour of abolition of toll. If Government insists on abolishing the levy, the Municipal Council should be reimbursed to the extent of Rs 10,000/- per annum as the average income from tolls is Rs 9,000/-. and there is the probability of its increasing in future.
15.1.32.	
13. Kunigal Municipal Council.	Not in favour of abolition.
14. Gubbi " "	
15. Chicknaikanhalli " "	
16. Madhugiri " "	Agreeable.
17. Tiptur	Of opinion that toll and mohatarfa on motor vehicles may be abolished on condition that any provincial tax that may be levied by Government on Motor vehicles may be made over to the Municipality.
18. Chamarajnagar " "	No objection if the present income is made good.
19. Nanjangud " "	Agreeable to the recommendation of the Committee made in para 32 of the report with the amendment that the proportionate increase in the income be given to the Municipal Council.
20. Mandya " "	Agreeable.

33. Municipal Council, Sagar.

Tolls may continue. In the event of their abolition, due provision be made to meet cases of hardship like Sagar when distributing the surplus. With the increase in the surplus, there should also be a proportionate increase in the amount distributed to the local bodies.

34. District Board, Kolar.

Agreeable.

35. " " Kadur.

Agreeable

36. " " Tumkur.

Agreeable but suggests certain modification in the rates of proposed taxation of motor vehicles:-

Motor cycles ——— Rs 20/-
Buses
For less than 50 miles Rs.20/- per seat. For 50 miles and above Rs. 30/- per seat.
Private cars. Rs. 40/-

27/4

37. " " Shimoga

38. mt council - Siva -

39 " Tumkur

Agreeable, provided an equal amount is granted annually by Government.

Agreeable provided first pay an amount equal to the average earnings of 3 years
Agreeable only if first pay unconditionally an amount equal to the average earnings of the last 3 consecutive years

Section

File No.

Serial No.

Diary No. of letter replied to .....

No. L 8480-90 & 23 6/32

To The Revd. Canon in Mysore
& Dycan, Mysore
& Rd Canon, Bangalore
& President Mysore Legislative
& Dycans, Chitaldrug &
& Dycans of Kolar & Bls.

General and Revenue Secretariat

( )

the *193*

Date of issue 23-6-32

Signed by Mr A. S. Rao

Sir

In connection with questions with the question of the abolition of tolls in the State, information on the points specified in the margin is urgently required, and I am desired to request that information as

Annual income from tolls:

Take Fund toll gates

From (a) motor vehicles

" (b) other vehicles

Dr Fund toll gates

From (a) motor vehicles

" (b) other vehicles

~~Mr Fund~~ Talbala

From (a) motor vehicles

(b) other vehicles

List of enclosures .....

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat

Dated, Bangalore, 24th June 1932.

From

R. RANGA RAO, Esq., B. A., B. L.,

General ~~xxxx~~ *Secretary to the Government of His Highness the Maharaja of Mysore.*

To

The Revenue Commissioner in Mysore,

Bangalore.

Sir,

In continuation of this office letter No.L.8480-90 L.B. dated 23rd June 1932, requesting that information as regards the annual income from tolls may be furnished on the points specified therein, I am directed to request ~~you~~ that information as regards the income from State Fund Toll-gates may be furnished as per details noted below. This may kindly be treated as immediate.

I have the honour to be,
Sir,
Your most obedient servant,

For General Secretary to Government.

ANNUAL INCOME FROM TO__

State Fund Toll-gates	Frontier Tollgates	(a) Income from Moto vehicles
		(b) Income from othe Vehicles
	Interior Toll-gates	(a) Income from Motor Vehicles.
		(b) Income from other

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE,

Dated, Bangalore, 25th June *193*

FROM

S.P. Rajagopalachari, Esq., B.A., I.C.S.,
Revenue Commissioner in Mysore.

GENERAL SECRETARY
27 JUNE 1932
No. R-8-S

OFFICE OF THE REVENUE COMMISSIONER * MYSORE *
13422

27 JUNE 1932
ENTERED

To

M. Ranga Rao, Esq., B.A., B.L.,
General Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

SIR,

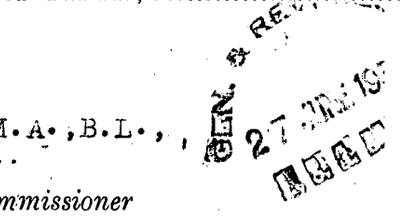
With reference to your letter No.L.8480-9/L.F 153-30 dated 23rd June 1932 calling for information abou the annual income of Tolls from motor and other vehicles the several Toll-gates in the State, I have the honour t state that the information is not available and that the Deputy Commissioners of Districts have been requested to furnish this information immediately. On receipt of th replies, the necessary information will be submitted to Government.

I have the honour to be,
S i r,
Your most obedient servan

Revenue Commissioner.

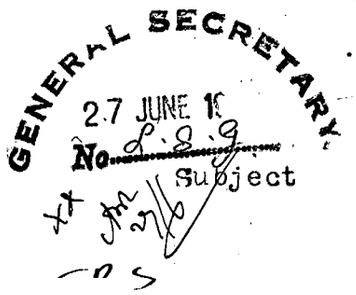
OFFICE OF THE DEPUTY COMMISSION
TUMKUR DISTRICT.

Dated Tumkur, the 25th June *193*



FROM H.V. Ramasvami, Esquire, M.A.,B.L.,
Deputy Commissioner
Tumkur District, Tumkur.

To
R. Ranga Rao, Esquire, B.A.,B.L.,
General ~~Chief~~ *Secretary to the Government,*
of Mysore, Bangalore.



Subject Annual income from Tolls.

SIR,

With reference to your letter No.L. 8480-90/9 L.B. 155-59 dated 23-6-1932 on the above subject, I have the honor to state that the annual income from the following items is as follows:

1.	Provincial toll gates The figure is based on the average sale realisations for 1930-31,31-32 & 32-33.	Rs. 6,216/-
2.	District Fund toll-gates:- (vide letter No. Gl. 497, dated 25-6-32 of the President District Board.	14,382/-
3.	Municipal Toll gates:- The figure is based on the actua realisations of 30-31 revised an probable estimates for 31-32 and 32-33 as per Budget estimates of all the seven town Municipalities.	20,900/-

Details of income from motor and other vehicles er each of the main heads are not available as the right of lecting toll is generally given out on contract.

Detailed information on the subject has however n called for from the Presidents of all the Municipalities and its receipt the required information will be furnished.

I have the honor to be,
sir,
Your most obedient servant,

H.V. Ramasvami
Deputy Commissioner,
Tumkur District

5181

Office of the Deputy Commissioner,
Hassan District,

Dated Hassan, the.....

FROM

G. B. HEBLIKAR, ESQ., B.A., LL.B.,
DEPUTY COMMISSIONER,
HASSAN DISTRICT.

GENERAL SECRETARY
27 JUNE 19..
No. L.S.G.

GEN. & REV. SECTT.
27 JUNE 1932
B.B.A. BRANCH

R. Ranga Rao, Esq., B.A., B.L.,

General Secretary to Government,

B a n g a l o r e.

SIR,

Subject:- Re. the question of the abolition of tolls in the State.-

---

With reference to your letter No.L 8480-90/L.B.153-30 dated 23rd June 1932 calling for the figures of the realizations of toll revenue in the District, I have the honor to append on the margin the information ascertained from the District Board and Local bodies, and the information which was readily available in my office and to state that the figures now furnished are not accurate but only approximate.

I have the honor to be,
S i r,
Your most obedient servant,
For Deputy Commissioner,
Hassan District.

Probable income from Tolls on different sources.

	Annual rental.	(a) On Motor vehicles.	(b) On other vehicles.	On cattle.
1.State Fund Toll gates.	12055/-.	8500/-	3500/-	55/-.
2.District Fund -do-	25325/-.	12300/-	12650/-	675/-.
3.Municipal -do-	5250/-.	3000/-	2000/-	250/-.

No. L.D7.4791/31-32
Encl.

Office of the Deputy Commissioner,
Mysore District.

Dated Mysore, 24th June *1932*

GENERAL SECRETARY
27 JUNE 1932
No. L.S. 87

REV. SECTT.
27 JUNE 1932
R & B BRANCH

FROM

S. ABDUL WAJID, ESQ., B.
Deputy Commissioner,
Mysore District.

To

R. RANGA RAO, Esq., B.A., B.L.,
Secretary to the Government of Mysore,
General Department, *Bangalore.*

SIR,

With reference to your letter No.L. 8480-90 L.B. 153-30 dated the 23rd instant calling for certain information relating to tolls, I have the honour to state that the annual revenue realised from the different kinds of tolls is noted in the margin*. No data is readily available to differentiate the amount of toll realised from (a) Motor vehicles and (b) other vehicles.

I have the honour to be,
Sir,
Your most obedient servant,
Abdul Wajid
Deputy Commissioner,
Mysore District.

Annual income from tolls in the Mysore District.

(1) State Fund toll-gates (All vehicles)		Rs 64,380/-
(2) District Fund toll-gates	-do-	" 10,944/-
(3) Municipal toll-gates	-do-	" 23,410/-
	Total	Rs 98,734/-

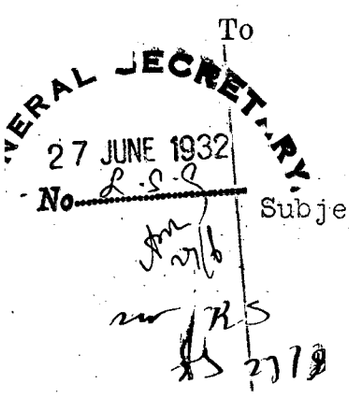
NRS

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated, Chitaldrug 25th June 1932 193

M. Seshadri, Esq., M.A.,

The Deputy Commissioner,
Chitaldrug District.



R. Ranga Rao, Esq., B.A., B.L.,
General Secretary to Government,
B a n g a l o r e .

Subject:--

olition of Toll Gates.

With reference to your letter No. L. 8480-90/L.B. 153-30 dated 23rd June 1932 on the above subject, I have the honour to append in the margin approximate figures showing the bulk of the annual revenue realised from Toll Gates relating to this District.

I have the honour to be,

S i r ,

Your most obedient servant

for Deputy Commissioner,
(~~in charge~~)
Chitaldrug District.

V.B. (~~absent on tour~~)

Annual Income from Toll-gates.

1) State Fund Toll Gates.
   (a) Motor Vehicles Rs 3,000
   (b) Other Vehicles Rs 5,450
   Total: 8,450

2) Dist.Fund Toll Gates:--
   (a) Motor Vehicles Rs 21,650
   (b) Other Vehicles Rs 9,600
   Total 31,250

3) Municipal Toll Gates:--
   (a) Motor Vehicles Rs 14,900
   (b) Other Vehicles Rs 30,400
   Tot

Kadur District,
Dated, Chikmagalur, the 25th June 32.

S.Kuppuswamiengar, Esquire,

Deputy Commissione

KADUR DISTRICT.

GEN. & REV. SECTT
27 JUNE 1932
L.S.G. BRANCH

R. Ranga Rao, Esquire, B.A., B.L.,

Secretary to the Government of

His Highness the Maharaja of Mysore,

General Department,

BANGALORE.

GENERAL SECRETARIAT
27 JUNE 1932
No. L.S.G.

Sir,

With reference to your No.L.8480-90/L.B. 153-30 dated the 23rd instant, calling for certain information in connection with the question of abolition of tolls, I have the honour to state that the total realisations from all toll gates for the current year both under State Fund and District Fund are Rs 14480/- and Rs 1775/- respectively, as detailed in the margin. Details under (a) and (b) namely, annual income from tolls on motor and other vehicles, are not available in this office and they will be furnished on receipt of reports from Amildars.

State Fund Toll Gates.	
1. Sakrepatna.	Rs 3270/-
2. Kotigehar.	5910/-
3. Hariharpura.	2750/-
4. Tadasa	1050/-
5. Balehonnur	1500/-
	Rs 14,480/-
District Fund Toll Gate.	
Kotedanivasa.	Rs 1775/-

2. I beg to add that no Municipal Council in this District is levying toll

I have the honour to be,
Sir,
Your most obedient servant,

Special First Class Magistrate and
Inch. Treasury Assistant Commissioner,
For Deputy Commissioner,

Kadur District.
Absent from Head Quarters on tour)

5202

OFFICE OF THE DEPUTY COMMISSIONER,
KOLAR DISTRICT.

Dated, Kolar the 25th June *193* 2

A. V. RAMANATHAN, Esq, B.A.,
Deputy Commissioner,
Kolar District.

28 JUNE 1932

To

R.Ranga Rao,Esq.,B.A.,B.L.,
Secretary to Government of Mysore,
General *Department,*
Bangalore

GENERAL SECTT
28 JUNE 193
No. Sec. L.S.G.

With reference to your letter No.L.8480-90/L.R.153-5 dated 23rd June 1932 calling for certain figures regarding annual income from tolls in this District, I have the honour to state that information was furnished direct to the Revenue Commissioner from the Taluks last year in connection with the Toll-gate committee appointed to go into the question of abolishing tolls. I have asked the Revenue Commissioner to send the information direct to you.

I have asked the Amildars, Presidents of Municipalities and the President District Board to give details in respect of the current year which I shall forward to you as early as possible.

The income from District Fund toll-gates in the current year is derived practically from motor vehicles as carts except those carrying timber for commercial purposes are exempt from tolls. There are no such timber carts in this District.

(X)

Information available in office is noted below.

I have the honour to be,
Sir,
Your most obedient servant,

Deputy Commissioner,
Kolar District.

A.R.25632.

(X)
P.T.O.

5203

OFFICE OF THE DEPUTY COMMISSIONER,
SHIMOGA DISTRICT.

Dated, Shimoga....27th June.....193 2.

FROM

GULAM MOHADIN MEHKRI, ESQ., B.A, LL.B.,
Dy. Commissioner, ~~District Magistrate~~,
Shimoga District.

GENERAL SECRETARY
28 JUNE 193
No. L.S.G.

GEN. & REVI SECTT.
28 JUNE 1932
L.R. & BRANCH

To

The General Secretary to Government,
Bangalore.

SIR,

With reference to your letter No.L. 8480-90/L.B.153-30 dated 23rd June 32 requesting me to furnish information regarding the annual income from Tolls realised on motor vehicles etc., I have the honor to note on the margin the information required and to state that the figures are only approximate.

I have the honor to be,
Sir,
Your most obedient servant,

For Deputy Commissioner,
Shimoga District.

		Total rental.	Approximate collection on motor vehicles.	Approximate collection on other vehicles and from other sources also.
1.	State Fund Tolls.	19533.	7600/- compounding fees on buses. 1000/- on cars and Motor cycles etc. 8600/- or roughly 9000.	19533/-
2.	District Fund Tolls.	12855.	3656/-	9199/-
3.	Municipal tolls.	27738.	Information not available.	

Chamachandra Rao
for Deputy Commissioner,
SHIMOGA DISTRICT.

V.S.R.
27. 6.

No. G.O. 30

CITY MUNICIPAL OFFICE,

Bangalore City, Dated 24th June 1932.

1252

FROM

P. H. KRISHNA RAU, ESQ., M.A.,
MUNICIPAL COMMISSIONER,
BANGALORE CITY.

GENERAL SECRETARY
25 JUN 1932
No. 2.9.5 To

R.Ranga Rao, Esq., B.A., B.L.,
Secretary to Government,
General Department, Bangalore.

Sir,

With reference to your letter No.L.8480-90/L.B.153-30 dated 23-6-1932, requesting certain information in connection with the abolition of tolls in the State, I have the honour to note the required information in the margin for the year 1930-31.

ANNUAL INCOME FROM TOLLS.

Municipal Toll gates.

From (a) Motor Vehicle	Rs 10,451-8-0	
(b) Other Vehicle	Rs 61,630-0-0	
Total.	Rs 72,081-8-0	

The figures for 1931-32 are also approximately the same.

I have the honour to be,
Sir,
Your most obedient servant,

Municipal Commissioner.

R.N.R.

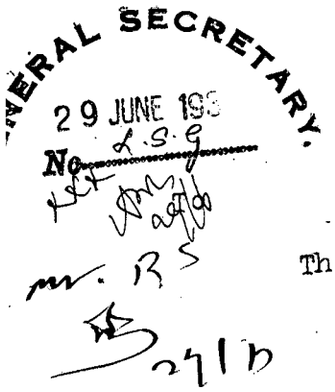
5220

OFFICE OF THE PRESIDENT,
CITY MUNICIPAL COUNCIL, MYSORE.

DATED 27th June 1932.

From

T.G.RAMA IYER ESQ., B.A.,
President, City Municipal Council,
MYSORE.



The Secretary to Government,
General Department,
BANGALORE.

Sir,

With reference to your letter No.L.8480-90/L.B.153-30 of the 23rd instant, calling for information re: the annual income of this Municipality from tolls on motor and other vehicles, I have the honour to append the same in the margin.

Mysore City Municipal Toll gate income for 1931-32(roughly)

a) Motor vehicles	Rs.	14,500
b) other vehicles	"	56,780
Total	"	71,280

I have the honour to be,
Sir,
Your most obedient servant,

PRESIDENT.

Section LB

File No.

Serial No.

Diary No. of letter replied to 5-220

No. 3-4/LB

To

The Revi Commr

& Dycomr Bangalore Dt

General and Revenue Secretariat

( )

the 193

Sir

Date of issue 1/7/32

I am directed to invite the correspondence ending with my reference to this office letter No Spl Cell No B 8513/LB 153-30 dt 24-6-32 & Spl 80-90/LB 153-30 dt 23-6-1932 calling for information of the annual income from lorries or motor and other vehicles and to request you to furnish the information/statement at your earliest convenience without further delay.

Signed by Mr A S Rao

List of enclosures .....

Copied by 1/7/32

OFFICE OF THE DEPUTY COMMISSIONER,
CHITALDRUG DISTRICT.

Dated, Chitaldrug 28th June 1932 *193*

FROM

M. Seshadri, Esq., M.A.,
The Deputy Commissioner,
Chitaldrug District.

GEN. & REV. SECTT. 41/9 1 JULY 1932 L. S. G. BRANCH

TO

R. Ranga Rao Esquire, B.A., B.L.,
General Secretary to Government,
B A N G A L O R E.

GENERAL SECRETARIAT 30 JUNE 1932

SUBJECT:- ABOLITION OF TOLL GATES.

Sir,

No. S/6 Adverting to your letter No.L.8513/L.B.15-3-30 dated 24th June 1932 on the above subject addressed to the Revenue Commissioner in Mysore, I have the honor to invite kind reference to this office letter No.A8.L.C.3054/31-32 dated 25th June 1932 and to state that the entire sums of Rs 3000 and Rs 5450 in respect of the income from state fund toll gates, from motor vehicles and other vehicles respectively relate to frontier toll gates only. There is only one interior state fund toll gate in this District at Malebennur in Harihar Sub Taluk. As Sowlanga and Honnali toll gates in Shimoga District and Malebennur toll gate in Chitaldrug District are treated as one gate in G.O.No.8055-73 L.B.111-28-30 dated 31st May 1929 the right to collect tolls at the above toll gates is being disposed of by the Deputy Commissioner, Shimoga District as one unit. Hence the income derived from Malebennur toll gate has not been included in th

I have the honor to be
S I R,
Your most obedient servant

M Seshadri
Deputy Commissioner
(Chitaldrug).

In all future communications please quote
No. C1-5291/31-32.
Enc

Tel. Address.—"DEPCOM"
Post Box No34

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated, Bangalore, the 30th June *1932.*

GEN. & REV. SECY. 8 T
4 JULY 1932
L. B. C. BRANCH

FROM
K. V. Anantaraman, Esq., B.A.,
Deputy Commissioner,
Bangalore District.

GENERAL SECRETARY
2 - JULY 1932
No.

To
Ranga Rao, Esq., B.A.,B.L.,
General *Secretary,*
to the Government of Mysore.
Bangalore.

SIR,

Subject:—

With reference to your letter No.L.8480-90/L.B.153-30 dated 23rd June 1932 calling for certain information about the annual income from various toll-gates, I have the honour to furnish the marginally noted figures for the year 1930-31 as given by the Municipal Commissioner, Bangalore City and to state that it is reported that the figures for 1931-32 are approximate. The President, Devanhalli Municipality reports that there are no toll gates either State fund, District fund or Municipal in his taluk. The other Amildars have been wired to. It will take some time before the full information is available and immediately it is received, it will be sent to you.

Annual income from tolls.	
Municipal toll gates	
From (a) Motor vehicles	10451-8-0
(b) other do	61630-0-0
Total	72081-8-0

I have the honour to be,
Sir,
Your most obedient servant,

K. Anantaraman

DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

OFFICE OF THE DEPUTY-COMMISSIONER
TUMKUR DISTRICT

No. A.3.C. 2483/31-32 *Dated Tumkur,* 2nd July 19232

FROM

H.V. Ramasvami, Esquire, M.A.,B.L.,

DEPUTY COMMISSIONER,

Tumkur District.

GEN. & REV. 96/L
4 JULY 1932
L. B. G. BRANCH.

To

R. Ranga Rao, Esquire, B.A.,B.L.,

Secretary to the Government of

His Highness the Maharaja of Mysore,

General *Department,*

Bangalore.

GENERAL SECRETARY.
4 JULY 1932
No. R S

SIR,

Subject:- Annual income from tolls.

In continuation of this office letter No.A3.C. 2483/31-32 dated 25-6-1932 on the above subject, I have the honor to furnish the required information as called for in Memo No. C. 4943/31-32 dated 25th June 1932 received from the Revenue Commissioner.

I have the honor to be
sir,
Your most obedient servant,

H V Ramaswamy

Deputy Commissioner,
Tumkur District.
2/7/32

D. 2/7

Annual Income from Tolls

Name of toll gates.	Toll-gates Frontier.	Interior	1930-31	31-32
1. Doddahalli	Doddahalli			
2. Rajavanthi	Rajavanthi		3050	
3. Chandrabha				
4. Tavarekere		Tavarekere	2400	
5. Yediyur		Yediyur	2320	
			7700	

1. As per G.O. No.L. 8055-73 L.B. 111-28-30 dated 31-5-1929, the toll-gates at Rajavanthi, Chandrabhavi and Doddahalli are treated as one toll gate for the purpose of collecting tolls.
2. All the gates were sold together for 1931-32 and for 32-33.
3. Details of income from motor and other vehicles under each of the main heads are not available as the right of collecting toll is ~~xixxx~~ generally given out on contract.

Deputy Commissioner,
Tumkur District.
4/7/32

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated. Bangalore. the ...2nd..July.....*1932*

13 / 2 of 32-32

FROM

K.V.Anantaraman,Esqr., B.A.,
Deputy Commissioner,
Bangalore District.

TO CHIEF SECRETARY 4 JULY 1932

N.Madhava Rao, Esqr., B.A., B.L.,
Chief *Secretary,*
to the Government of Mysore.
Bangalore.

SIR,

77122

Subject:—

In continuation of this Office No.C1-5291/31-32 dated 1-7-32 furnishing certain information about income of Tolls under various toll gates, I have the honour to furnish the marginally*noted further information as called for.

Information in respect of the other Taluks will be submitted as soon as the same is received.

(1)Closepet Taluk. Municipal Toll gate. 31-32 30-
(a) Motor Vehicle 130-0-0 } Approximately
(b) Other vehicles. 1440-0-0 } the same figur

(2)Channapatna Taluk.Municipal Toll gate.
(a)Motors. 2900-0-
(b)Other vehicles. 5968-12
State fund(interior)
(a)Motors 3972-0-
(b)Other vehicles 7200-0-

(3)Nelamangala. State Toll gates.
Total Revenue

OFFICE OF THE REVENUE COMMISSIONER
IN MYSORE,

Dated, Bangalore, 5th July *1932*

-6 JUL 1932

REVENUE COMMISSIONER IN MYSORE 00312

GENERAL SECRETARY 6 JULY 1932

S.P. Rajagopalachari, Esq., B.A., B.L.,
Revenue Commissioner in Mysore.

To No. L.V.S.

R. Ranga Rao, Esq., B.A., B.L.,
Secretary to the Government of His
Highness the Maharaja of Mysore,
General Department, Bangalore.

Regarding the toll income from motor and other vehicles at the State Fund Toll-gates - Frontier and Interior.

SIR,

With reference to your letter ending with No.L.8480-90/L.B. 153-30 dated 23rd June 1932 and reminder letter No.3-4/L.B. dated 1st July 1932, calling for particulars of toll income from the above sources at the Fronti and Interior Toll-gates, I have the honour to state that complete information has not yet been received from all th Deputy Commissioners and that it will be furnished soon

I have the honour to be,
S i r,
Your most obedient servant

S. Rajagopal

Section

File No.

Serial No.

Diary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193*

Date of issue 12/7

Signed by Mr. A.S. Row

Sir

I am directed to invite refe
to the correspondence ending with ~~your~~
~~letter no 1 & 513 / 28-15 dated 30 & 24 6 32~~
no 4 5291 / 31-32 dated 7th July 1932
re the annual income from titles, and
to request you to furnish the
information ~~asked for~~
in respect of the titles mentioned
without any further delay.

I have the

Hon'ble Mr. Prentice

11/7

8/7/32

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated, Bangalore, the ...5th...July.....*1932* .

K.V.Anantaraman,Esqr.,B.A.,
Deputy Commissioner,
Bangalore District.

GEN. 175/32
8 JULY 1932
L. B. G. BRANCH.

GENERAL SECRETARY.
7 JULY 1932
No. L. S.

To

R.Ranga Rao,Esqr., B.A., B.L.,
General *Secretary,*
to the Government of Mysore.
Bangalore.

SIR,

Subject:—

With reference to your letter 34/LB dated Ist July 1932 and in continuation of this Office letters No.5291/31-32 dated 2nd July 32 and 4th July 1932 furnishing available data for income of tolls under various Toll gates, I have the honour to furnish the marginally noted particulars.

Municipal Toll gate for 1931-32		Provincial Toll gates State fund for 31-32		District fund -for 31-32
Motor vehicles	Other vehicles.	Motor vehicles.	Other vehicles	
10451-8-0 ✓	61630-0-0 ✓			Information expected from the President District Board
130-0-0 ✓	1440-0-0 ✓			
2900-0-0 ✓	5968-12-0 ✓	3972-0-0	7200-0-0 (Interior)	
		4500-0-0 (total for interior Statefund Tollgate)		
		7274-0-0 (for 31-32) } 10,000 approximate.		
		5559-0-0 (for 30-31) }		
			(Frontier)	

I have the honour to be.
Sir,
Your most obedient servant,

K. V. Anantaraman

Deputy Commissioner,
Bangalore District.

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated, Bangalore, the .....7th July.....*193* 2

GEN. & REV. SECTT. 197 9 JULY 1932 L. S. G. BRANCH.

FROM

K. V. Anantaraman, Esq., B.A.,
Deputy Commissioner,
Bangalore District.

To

GENERAL SECRETARY 8 JULY 1932 No. L.S.G.

R. Ranga Rao, Esq., B.A., B.L.,
General *Secretary,*
to the Government of Mysore.
Bangalore.

SIR,

Subject:—

In continuation of this office No.C1-5291/31-32 dated

	Provincial Tollgate (Interior)		
1. Hoskote Taluk.	31-32	30-31	
Motor Vehicles	4015-0-0)	approximately the	
Other vehicles	1240-0-0)	same figures.	
2. Kankanhalli	nil	Municipal and District fund nil.	
3. District Board Tollgates.	Rs.12270 for 31-32.) Rs.12857 for 32-33.)	The figures for motor and other vehicles are not available separately	

furnish the marginally noted further particulars.

I have the honour to b
Sir,
Your most obedient serv

K. Anantaraman
DEPUTY COMMISSIONE
BANGALORE DISTRIC

OFFICE OF THE DEPUTY COMMISSIONER,
TUMKUR DISTRICT.

No. A.3.C.2483/31-32 *Dated Tumkur,* 9th July / 1932.

FROM

H.V. Ramasvami, Esquire, M.A.,B.L.,

DEPUTY COMMISSIONER,

Tumkur District.

GEN. & REV. SECTT. 257 13 JULY BRANCH.

TO

R. Ranga Rao, Esquire, B.A.,B.L.

Secretary to the Government of

His Highness the Maharaja of Mysore,

General *Department,*

Bangalore

GENERAL SECRETARY. 12 JULY 1932 No. L.S.S.

SIR,

Subject:- Annual income from Tolls.

In continuation of this office letter No.A3.C. 2483/31-32 dated 2-7-1932 on the above subject, I have the honor to forward, herewith, a statement showing the income from tolls in several Municipalities in this District.

Detailed information of income from toll during 1929-30,30-31 and 31-32 from the Municipalities concerned have been called for and on receipt of the same, a further report will be made in the matter.

I have the honor to be,

sir,

Your most obedient servant,

For Deputy Commissioner,
Tumkur District.
(Absent from station on Leave

9/7/32

Annual Income from Municipal Toll Gates

Sl. No.	Name of Municipality.	1929-1930 Income from Motor Vehicles.	1929-1930 Income from other Vehicles.	1930-1931 Income from Motor Vehicles.	1930-1931 Income from other Vehicles.	31-1932. Income from Motor Vehicles.	31-1932. Income from other Vehicles.	Remarks.
1.	Tumkur (Town)			910-4-0	27109-2-0			Information re. collections in 29-30 and 31-32 is called for.
2.	Tiptur do					961-14-0	10829-6-0	Information re. collections in 29-30 & 30-31 is called for
3.	Madhugiri do	3530-0-0	5655-0-0	3340-0-0	[illegible]	3185- 0-0	2429/-	
4.	Gubbi do							) Information) not yet) received
5.	S i r a do							
6.	Kunigal do							The toll income for 31-32 is said to be Rs.3605/- Details not

In all future communications please quote—
No. Cl-5291/31-32
Enc.

OFFICE OF THE DEPUTY COMMISSIONER.
BANGALORE DISTRICT.

Dated, Bangalore, the 12th July 1932.

GEN. & CTTL. SECTT. 299 15 JUL 1932 L. S. G. BRANCH

FROM

K.V.Anantaraman,Esqr., B.A.,
Deputy Commissioner,
Bangalore District.

GENERAL SECRETARIAT 15 JULY 1932 No. L & L

To

R.Ranga Rao,Esqr., B.A., B.L.,
General *Secretary,*
to the Government of M
Bangalore.

SIR

Subject :—

In continuation of this Office No.Cl-5291/31-32 dated 8th July 1932, regarding the income under the various heads at the different toll gates in the District, I have the honour to furnish the marginally noted further available information.

Dabballapur Municipal Tollgate.
For 1931-32
(1) Motor Vehicles. 1200-0-0
(2) Other Vehicles. 1800-0-0

I have the honour to be,
Sir,
Your most obedient servant

Deputy Commissioner,
Bangalore District.

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated, Bangalore, the 13th July 1932
14

FROM

K.V.Anantaraman,Esqr., B.A.,
Deputy Commissioner,
Bangalore District.

GEN. & REV. SECTT. 300 16 JULY 1932 L. S. G. BRANCH.

GENERAL SECRETARIAT 15 JULY 1932 No. 2595

To

R.Ranga Rao,Esqr., B.A., B.L.
General Secretary,
to the Government of Mysore.
Bangalore.

SIR,

Subject

With reference to your letter No.L.309/L.B. dated 7/12th instant re. the income from Tolls, I have the honour to state that the full particulars for the whole District have been furnished already in the communications noted in the margin.

C1-5291/31-32	dated	2-7-32
"	"	4-7-32.
"	"	5-7-32
"	"	8-7-32
	"	12-7-32

I have the honour to be,
Sir,
Your most obedient servant,

For Deputy Commissioner
Bangalore District!
(Absent from Station)

GEN. & REV. SECTT. 301 16 JULY 1932 L. & G. BRANCH

OFFICE OF THE REVENUE COMMISSIONER,
IN MYSORE,

Dated, Bangalore, 14th July *193* 2.

15 JUL 1932

OFFICE OF THE REVENUE COMMISSIONER IN MYSORE 0813

FROM S.P. Rajagopalachari, Esq., B.A., B.L.,

Revenue Commissioner in Mysore.

GENERAL SECRETARIAT 15 JULY 1932

To R. Ranga Rao, Esq., B.A., B.L.,
General Secretary to the Government
of His Highness the Maharaja of Mysore,
Bangalore.

Regarding the Toll income from motor and other vehicles at the State Fund Toll-gates - Frontier and Interior.

SIR,

In continuation of this office letter No.C.4943/31-32 dated 6th July 1932 on the above subject, I have the honour to append herewith a statement showing the available particulars of toll income from the above sources at the Frontier and the Interior State Fund Toll-gates in the several Districts (except Kadur) as furnished by the several Deputy Commissioners of Districts.

2. The figures furnished are only approximate.

3. The information in respect of the Kadur District has not yet been received and the Deputy Commissioner has been reminded to expedite submission. On receipt, it will be communicated to Government.

I have the honour to be,

S i r,

Your most obedient servant,

Revenue Commissioner.

Toll Income at the State Fund Toll-gates during 1931-32.

District.	Frontier. Taluk.	Motor vehicles. Rs. A. P.	Other vehicles. Rs. A. P.	Interior. Taluk.	Motor vehicles. Rs. A. P.	Other vehicles. Rs. A. P.	Remarks.
Bangalore.	Anekal.	7274 - 0 - 0	---	Hoskote.	4015 -0 - 0	1240 - 0 - 0	
	Nelamangala	...Rs.45,000-0-0		Chennapatna.	3972-0-0	7200 - 0 - 0	
Kolar.	Bagepalli.	1771 - 0 - 0	1,522-0-0	Malur.	8820-0-0	---	
	Srinivaspur.	396 - 0 - 0	1,800-0-0	Goribidnur.	590-0-0	693 - 0 - 0	(Income during 30-31).
Tumkur.		Rs.3050-0-0 for 30-31.			Rs.4720-0-0 for 30-31.		
Mysore.		Rs.33,240-0-0			Rs.31,140-0-0		
Hassan.		150 - 0 - 0	230 - 0 - 0		8350 -0- 0	3270 -0 -0	
Shimoga.		4,500 - 0 - 0	5,830 - 0 - 0		4100 -0- 0	5103 -0 -0	
Kadur.	~~Income from all the toll-gates~~ Not yet received from the Deputy Commissioner.						
Chitaldrug.		3,000 - 0 - 0	5,450 - 0 - 0	(No interior Toll-gate, except the Malebennur toll-gate in th District going with the Sowlanga - Honnali Toll-gates of the Shimoga District.)			

Rs.3050-0-0 for 30-31. Rs.4720-0-0 for 30-31. Rs.33,240-0-0 Rs.31,140-0-0

It is reported that figures under the separate sources are not available and that the differentiation is not easily possible.

Appendix F G—1]

SUBJECT .....

....

....

Section 4 703

File No.

Serial No.

Diary No. of letter replied to .....

No. 4536

To The Dy Com. Bore

Sir

With refce to your letter
No C1-5251/16(1)-32 stating
that information has been furnished
as regards annual income from
lands, I am directed to
state that your letter 8/4(1)-3
has not been received and
information as regard Khaga
and Dewankoli DK is still due
and to request you to kindly
furnish information in respect
of these Talukas

General and Revenue Secretariat

( )

the *193*

Date of issue 20/7

Signed by Mr. A.P. Rowe

I request you to
kindly send a
copy of the same

List of enclosures .....

Copied by 19/7

Examined by .....

Appendix F G—1]

SUBJECT .....

.....

.....

ary No. of letter replied to .....

General and Revenue Secretariat

( )

the *193* .

Date of issue 20/7

Signed by Mr A.S. Wong

Section

File No.

Serial No.

No. 1537

To The Agent Tumkur

Sir

With reference to your letter
No. Z.C.24838 9-7-32 furnishing
information as regards annual
income from lands in ~~your~~ the
notices in your Dt, I am
directed to request you
to kindly expedite the
information as regards probate
and fair notices

OFFICE OF THE DEPUTY COMMISSIONER,
BANGALORE DISTRICT.

Dated, Bangalore, the 21st July 1932

GEN. & REV. SECTT. 4430 25 JULY 1932 L. S. G. BRANCH

K V.Anantaraman,Esqrs, B.A.,
Deputy Commissioner,
Bangalore District.

To

GENERAL SECRETARY 22 JULY 1932 No.

R.Ranga Rao,Esqr., B.A., B.L.,
General *Secretary,*
to the Government of Mysore.
Bangalore.

Sir,

Subject :—

With reference to your letter No.L.536/L.B.dated 20th instant, I have the honour to send herewith a copy of this Office letter No.5291/31-32 dated 4-7-32 as desired by you.

I have the honour to be,
Sir,
Your most obedient servan

Deputy Commissioner,
Bangalore District.

V.V.21-7-32.

Letter No.5291/ dated 4th July 1932 from th Bangalore District, to the Revenue Commissioner i and Chief Secretary to Government, Bangalore.

In continuation of this Office No. dated 1-7-3 certain information about income af Tolls under various toll gates I have the honour to furnish the marginally*noted further informati as called for.

Information in respect of the other Taluks will be submitted as soon as the same is received.

---

1) Closepet Taluk. Municipal Toll gate. 31-32		30-31
(a) Motor Vehicles.	130-0-0	Approximately
(b) Other vehicles.	1440-0-0	the same figure.
2) Channapatna Taluk. Municipal Toll gate.		
(a) Motor vehicles.	2900-0-0	-do-
(b) Other vehicles.	5968-12-0	
State Fund (Interior)		
(a) Motors.	3972-0-0	
(b) Other vehicles.	7200-0-0	-do-
(3) Nelamangala State Toll gate. Total Revenue.	4500-0-0	
(4) Anekal: State Fund (One frontier)		
For 29-30 Motor vehicles.	7876-0-0	
For 31-32 -do-	7274-0-0	
For 30-31	5559-0-0	

****

H.V. Ramaswami Esq., M.A., B.L.,
Deputy Commissioner
Tumkur District, Tumkur.

GENERAL SECRETARY.
27 JULY 1932
No.

R. Ranga Rao Esq., B.A., B.L.,
General ~~Chief~~ *Secretary to the Government,*
of Mysore, Bangalore.

Subject:- ANNUAL INCOME FROM TOLLS.

SIR,

With reference to your letter No.L.537/L.B., dated 20-7-1932 on the above subject, I have the honor to furnish the information as noted in the margin.

		Income from Motor Vehicles.	Income from other vehicles.	Total.
Sira Municipality.	1929-30	862- 8-0	4212-4-0	5074-12-0
	1930-31	584-12-0	3939-4-0	4524- 0-0
	1931-32	486- 8-0	4484-7-6	4970-15-6
Gubbi Municipality	1929-30	Nil	No levy of toll in 2	3(
	1930-31	nil	371-0-0	371- 0-0(
		nil	1484-0-0	1484- 0-0

Report of the Committee appointed by Government to consider the question of abolition of tolls and local taxes on Motor Vehicles in Mysore.

The Committee was appointed by Government in their Order No.8321-9/L.B. 153-30-1 dated 8th April 1931 to consider whether it is desirable to abolish all Tolls and local taxes on Motor Vehicles in the Mysore State and if it is considered desirable to abolish such tolls and taxes, how to make up the loss of Revenue resulting from such abolition. The Committee was requested to submit their recommendations to Government within a month.

The Committee held two meetings, one on 21st April 1931 and the other on 8th July 1931. Rao Sahib Mr. A. Thangavelu Mudaliar was absent from both the meetings while Mr. Mahomed Sait expressed his inability to attend the second meeting and Mr. V. Venkatappa, President, District Board, Bangalore, could not attend the first meeting.

At the first meeting certain tentative conclusions were arrived at, but it was found necessary that statistics regarding the number of motor vehicles of the various types actually in use in the State should be collected and that the entire question should re-examined in the light of the statistics so obtained. As it took some time to collect the statistics, there was some delay in the Committee meeting for the second time. They regret therefore that the report could not be submitted within the time limit originally fixed by Government.

2. The questions referred to the Committee were examined in detail under the following main heads and the views and conclusions of the Committee on the several points are dealt with seriatim:--

(1) Whether the existing system of tolls may continue or may be abolished.

(2) Whether all tolls should be abolished or only tolls in respect of motor vehicles.

(3) If tolls are to be abolished, what taxation should be levied to replace the loss of existing revenue from tolls.

(a) Whether the entire loss should be recouped by levying a provincial tax on motor vehicles, or

(b) Whether a tax may be levied on carts and other conveyances also and if so, the basis of such taxation.

(4) Rates of taxation to be adopted.

(5) Compensation to be paid to local bodies and the basis of such compensation.

Origin of tolls in Mysore.

3. Tolls on roads and bridges are being levied er the authority of the Chief Commissioner's Notificati 274 dated the 4th November 1876 according to which the ef Commissioner may from time to time declare the roads which and the places at which tolls shall be levied. net proceeds of the revenue from such [illegible] to be lied for the construction, repairs and maintenance of vincial roads and bridges within the Mysore State.

District Fund Tolls.

4. As regards the District Fund Roads, the original District Committees were empowered, for the first time in 1894 to establish toll-gates. These orders were finally replaced by the Local Boards Regulation 1902, unde Section 20 of which the District Boards were authorised to levy tolls on carriages, carts and animals passing along roads and bridges vested in the District Boards subject to such rules as regards rates of levy, the purposes for which the net proceeds [illegible] be applied and other matters as may be prescribed from time to time by Government. The rules under the Chief Commissioner's Notification of the 4th November 1876 were applied mutatis mutandis to

these toll-gates. The District Boards nave thus been in enjoyment of toll revenue for a long time ana nave been utilising it for the construction and repairs of District Fund Roads.

unicipal tolls.

5. As regards Municipalities, the earliest Municipal Law in the State viz., the Municipal Regulation, 1871, which was introduced into the Bangalore Municipality in 1871 contained a provision (Vide Section 34 thereof) authorising the levy of tolls on carts, carriages, horses and other animals, but no restrictions was placed by the Law in regard to the purposes for which the income should be utilised. The later Regulations which followed the above enactments preserved to Municipal Councils the right to levy tolls and Sections 59, 60, 78 and 79 of the existing Regulation VII of 1906 now regulate the levy of tolls in City and Municipal Councils while Notification No.L.5241-8/Ml. 55-21-100 dated 16th March 1922 regulat such levy in minor Municipal Councils.

Number of toll-gates and income therefrom.

6. Up to 1926-27 the number of Provincial and L Fund Toll-gates was only 19 and 22 yielding an annual income on the average of about Rs.47,000/- and Rs.50, respectively. Only 15 Municipalities had begun to l toll by 1927-28. As against an income of Rs.47,000/ from Provincial Toll-gates, the Government were incur an expenditure of Rs.5,40,000/- on the maintenance of the State Fund Roads. Likewise, the District Boards also incurring comparatively large amounts on the maintenance of the roads entrusted to their charge.

The Government accordingly appointed a Committee to examine the position and suggest measures for the improvement of Provincial Toll Revenue in the State (Vide Government Order No.R.5858-60/R.M. 75-25 dated 27th May 1926). A couple of months later, another Committee was appointed for the consideration of similar questions relating to the District Board and the Municipal Toll-gates and finally the recommendations of the two Committees were further examined at a joint session of the two Committees. This joint Committee having recommended the establishment of certain Toll-gates on the several Provincial and District Fund Roads, the Government in their order of 7th June 1927 approved of the same, and the consequential proposals of the Revenue Commissioner and the District Boards for establishing additional toll-gates were sanctioned by Government from time to time. Complaints having subsequently been received against the establishment of additional toll-gates and the matter having also been brought up for consideration during the Representat Assembly and Legislative Council Sessions, the Government appointed another Committee with the Revenue Commissioner as Chairman to go into the question of reducing the number of toll-gates established on the several Provincial and District Board Roads. The recommendation of this Committee which were based on the principle that there should be a distance of not less than 25 miles between two Provincial Toll-gates while there need be no such restriction as regards District Fund Gates as, in this case only one toll was payable in the course of 24 hours, were approved by Government in their order dated 31st May 1929. As a result of the further representation on the part of the public, the Government further directed

except those that carry timber for commercial purpose may be exempted from payment of toll at all the inter Provincial toll-gates newly established in the State nder the orders of 1928. This concession was later extended to the District Board toll-gates also, the grant of the concession being however left to the discretion of the District Boards.

7. As the result of the several orders of Government increasing the number of Toll-gates on the District Board and Provincial roads, there were at th end of 1930-31, 45 Provincial Toll-gates and 59 Distr Fund gates, the income from these gates being Rs.182, and Rs.1,20,000/- respectively.

8. The number of Municipalities which levied tolls also increased and stood at 29 with an income o Rs.3,14,004/-.

Abolition of tolls - examination of the questi

9. In view of the large increase in the number o toll-gates during recent years and the proximity of these gates to each other, the inconvenience to all kinds of traffic naturally increased and cases of harassment at many of these toll-gates have also been reported, which in several instances led to breach of the peace. There has consequently been a strong agitation from the public and the Press that the toll bars should be removed. Moreover, the present syst of collecting toll revenues by leasing out the right for a period of one or more years at a time is a was ful method of collecting revenue from road-using vehicles, as a fairly considerable portion of the receipts at the gate does not reach Government or Local Bodies but does into the pockets of the Con

Recommendations of the Indian Road Development Committee and the Indian Taxation Enquiry Committee.

10. In the foregoing circumstances, the Indian Road Development Committee condemned the system of tolls and recommended "that tolls on all traffic may be abolished and be replaced where necessary by some form of taxation that is less vexatious to road transport". The Indian Taxation Enquiry Committee have also recommended that tolls should be abolished so far as motor vehicles are concerned, a provincial tax being imposed instead. The Committee consider that the above inconveniences and disadvantages of the system of tolls are real and apply to slow and fast-moving traffic alike, and that the partial abolition of tolls on motor vehicles while retaining tolls for other traffic would involve considerable difficulties. Besides in Mysore, tolls are now being levied on bullock carts at the frontier toll gates only and such of the interior toll-gates as were in existence prior to 1926, but as the bulk of the revenue is from motor traffic, it will not be worth while to retain the toll-gates merely to tax the other traffic. Moreover, as all tolls are abolished or are proposed to be abolished in the neighbouring British Indian Provinces, it is desirable that we should also fall into line with these Provinces. The Committee therefore recommend the total abolition of all tolls, Provincial, Local Funds, and Municipal. No doubt, a substantial portion of the toll revenue of Municipalities represents the toll from vehicles other than Motor vehicles yet in view of the serious objections against the toll system as

as such, even these tolls may be abolished.

Special Tolls.

11. The Indian Road Development Committee have recommended that in the case of bridges, where a definite service is provided to replace a ferry or a bad river crossing, tolls may make a substantial contribution towards the cost of the work, without which perhaps, it could not be undertaken. Accepting this recommendation, provision has been made in Madras for the levy of tolls in respect of any road or bridge towards the construction of which large sums of money may be spent. The Committee consider that similar provision should be made in Mysore also.

Frontier Toll-gates.

12. The next question that was considered by the Committee was whether any special provision should be made for the levy of taxes on motor vehicles not registered within the State, but coming into Mysore and staying therein for any particular period. A number of cars come into the State from British India and stay for a fairly long time making use of the roads in Mysore. In addition to these, there is the seasonal traffic during the Birthday and Dasara festivities when a number of cars and buses from outside Mysore come into Mysore, and make a fair use of our roads. It is however desirable that there should be absolute reciprocity between British India and Mysore, and that vehicles registered in one place should be exempted from taxation at another. It is also considered undesirable that tolls system should be retained for this particular class of traffic alone. The Committee are not therefore in favour

favour of retaining the frontier toll-gates for this purpose. It may however be pointed out that all vehicles staying for a longer time than 14 days in a quarter would be subjected to the tax for the quarter during which they remain in Mysore, at the same rates as those fixed for vehicles of similar classes.

13. This leads on to the question as to what further taxation should be imposed to recoup the loss of the existing revenue from tolls, as, having regard to the requirements of the roads etc., it is well nigh impossible to forego this item of revenue which is fairly substantial. In this connection, it was brought to the notice of the Committee that the Mysore Government had recently been assigned a sum of Rs.2,29,000/- by the Government of India as its share of the surcharge tax on petrol and it was considered whether this amount may be taken into account and set off against a part of the toll income, the balance only being obtained by other methods. But as the idea underlying the levy of surcharge was to supplement the allotments already made, the Committee felt that this had no relation to the question before them.

Surcharge tax on petrol-bearing of - on the question.

As regards the nature of the tax to be levied, the Indian Taxation Enquiry Committee have observed that "the only general plans that have found any favour are (1) in addition to the Cess and the vehicle taxation and that the first of these is open to the objection that it would fall unduly heavily on the ryots who live in places remote from the main roads and use only village roads on which a very small proportion of the local taxation is spent while landless persons who live by the trade would

Alternative taxes.

would go free". The Committee agree with these views and consider the imposition of additional cess as out of the question.

Provincial tax on road-using vehicles.

14. The most convenient method of recouping the existing toll revenue is therefore to levy a tax on a provincial basis on all the main road-using vehicles viz., motor vehicles and carts which are now contributing to the toll-income. The Committee considered at length the question whether a provincial tax may be levied on all these vehicles or may be confined to motor vehicles only, the others being subjected to the local taxation as at present. According to the results of the last quinquennial Census of Agricultural Stock,

Provincial tax on carts.

there are at present 2,72,189 carts and even the levy of a small tax of Rs.2/- per cart per year would bring in an income of Rs.5,44,378/-, which would go to reduce substantially the incidence of the tax to be levied on motor vehicles, but there are very serious objections in regard to the imposition of a fresh tax on these carts. Under the existing scheme of taxation carts are taxed by Municipal Councils and Village Panchayets under Municipal Regulation and the Village Panchayet Regulation respectively, the rate of tax varying from Re.1/- to Rs.2/- per year in Village Panchayets and Rs.2/- to Rs.5/- in Municipal areas. Certain Classes of carts belonging to Agriculturists are exempted from this taxation under the Village Panchayet Regulation, while in the matter of toll, carts belonging to Agriculturists used for the purpose of conveying manure and agricultural produce to and from the fields are exempt from payment of

of toll at all gates, and bullock carts except those that carry timber for commercial purposes do not pay any toll at the interior gates. Many of the carts are using only the village roads far removed from main roads and rarely use the latter. A flat rate of taxation on all carts would therefore be an iniquitous impost on many carts which are now exempt from payment of toll. There would besides be a double levy as the existing taxation by Village Panchayets would also have to be continued as the Village Panchayets can ill afford to lose this source of revenue. An even more serious objection is that in view of the large number of vehicles of this type scattered all over the State there are overwhelming difficulties in arranging for the collection of the tax on a Provincial basis. In these circumstances, the Committee resolved that it was neither expedient nor possible to levy a Provincial tax on carts.

15. The question therefore resolves itself to the levying of a tax on motor vehicles for replacing the revenue from tolls of all kinds, abolishing the existing Municipal taxes on these conveyances. The Indian Road Development Committee and the Taxation Enquiry Committee have also both suggested the levy of a Provincial tax on motor vehicles. Action in this direction has recently been taken in Madras by enacting the Motor Vehicles Act of 1931. A similar Act is in force in the Punjab and the Governments of Behar and Orissa, Bengal and Bombay and the United Provinces have, it is understood, under their consideration an enactment of a similar nature. The importance of motor transport as a means of bringing the people in the rural interior, particularly in

in places which are remote from railway communications, into closer touch with the Cities, and the economic advantages of fostering this rapid means of transport, cannot be over-estimated. It is therefore necessary that, in the interests of the economic development of the Country, as much impetus as possible should be given to this means of transport and that the pitch of the proposed taxation should therefore be kept as low as possible so as not to defeat this important object.

Present taxation of motor transport.

16. Motor Transport in Mysore is at present subjected to the following taxation:--

(i) Registration and Re-registration fees.
(ii) Drivers' License fees.
(iii) License fees for vehicles plying for hire.
(iv) Road Cess.
(v) License fees collected by Municipal Councils.
(vi) Tolls.

As the first four are levied under a special enactment, the Motor Vehicles Regulation - they will remain unaffected by any proposals herein made and continue to be levied in addition to the Provincial tax. The present proposals will have the effect of abolishing items (v) and (vi).

17. Thus the items of revenue to be made good are the income from all tolls and from vehicle taxation in Municipal areas. According to the latest figures available they aggregate to Rs.6,45,833-0-0 as detailed below:-

Provincial Toll income.	Rs.1,82,502/-.
District Board "	" 1,20,000/-.
Municipalities including City) Municipalities)	" 3,14,004/-.
Vehicle taxes by Municipalities.	30,327/-.

To the above figure has to be added the cost of collection of the Provincial tax which in the absence of details may be taken roughly at Rs.6,000/- per year.

18. The Committee decided to obtain correct figure of motor vehicles actually in use, apart from the number of vehicles registered. A census of motor vehicles was recently taken at the Committee's request by the Inspector General of Police. It is ascertained that there are in the State 135 Motor Cycles, 963 buses with a total seating capacity of 17,073 persons, 829 cars, 8 taxis and 159 lorries as detailed in the statement annexed to the report. The above figures are only approximate and it is possible that many of the vehicles may have escaped enumeration. The Committee examined in detail the several methods and rates of taxation that could be adopted and have reached the following unanimous conclusions which they consider will, while not being felt heavily by the car-owners, bring in the required revenue, viz., that in lieu of tolls and the present Municipal license fees, there should be a Provincial taxation on vehicles on the following basis:-- (Vide statement attached).

19. A few explanatory observations as to how the basis for each class of vehicles has been arrived at will now be made.

20. Private motor cars are now paying a vehicle tax which varies from place to place. A majority of these are within the two Cities of Mysore and Bangalore where the rate of taxation is Rs.30/- per vehicle. While many of them only

Type of vehicle.	Rate suggested.	Amount estimated at this rate.
	Rs.	Rs.
Motor Cycles.	20 per year.	2,700
cars.	60 "	49,740/
taxis.	30 per seat.	960
buses.	30 "	5,12,190
lorries.	300 to 1,100 per annum according to the tonnage of the vehicle.	83,000

run within City limits, others move about the State and pay tolls. On behalf of the former, it may be argued that there is no justification to levy from them a tax greater than they pay now as Municipal tax. They cannot, of course, be exempt from any general scheme of taxation simply on the ground put forward and will have to pay ~~they~~ their share of taxation for the amenities they are enjoying at present. They will also benefit to a certain extent by the abolition of tolls,. As regards the rate of tax on private vehicles, a graduated scale depending on the tonnage of the vehicle has been adopted in Madras, and the tax on the normal type of vehicle has been fixed at Rs.100/- per annum, as against the Rs.70/-. Having regard to the prese in Mysore, the Committee consider tha class of vehicles, the rate may be fix against Rs.30/- at present.

21. The tax on motor cycles is now Rs.10/- to Rs.15/-. For similar reasons, this may be raised to Rs.20/- per year.

Buses & Lorries.

22. The question of method and rates of tax on buses and lorries from which the bulk of the revenue even now is being obtained, was discussed by the Committe at great length. In Madras and the Punjab, the tax on buses has been calculated according to the seating capacity for passenger vehicles and according to weight or tonnage for lorries. After carefully considering the various alternatives proposed the Committee considered that this was a reasonable method of levying a provincial tax. The Committee are quite aware that the system is not an ideal one and its incidence will not be

exactly proportioned to the user of the roads by the several classes of vehicles; but similar objections could be raised against most of the alternative proposals such as taxing them on the basis of the number of miles traversed and so on.

23. It has been urged that the proposed levy will hit hard certain classes of buses which are not now paying any large amount to public rev For instance, buses now plying within the City limits in Bangalore, and to a small extent in Mys are paying no toll at all. There are also buses between two or three stations, sometimes paying n toll or one toll and sometimes paying more than o toll. Buses plying in Cities at present pay onl the Municipal vehicle tax which has been fixed at Rs.30/- per annum, while buses plying between any two places pay a Municipal vehicle tax at the plac where the vehicle is housed, and also the toll whi may be one or two according to the distance run. It is obvious therefore that the buses running lon distances are at present paying very much more tha either the City buses or those plying within short distances. The proposal to levy a provincial tax on these City buses will no doubt affect them adversely. But, there is no justification for the City buses which run on better maintained roads and do almost the same mileage as the other buses, escape by paying a small vehicle tax, merely by the accident of their being in the City. The same argument will apply to buses plying between two places with no toll in the middle and which have also escaped the payment of a higher amount on account of their being no toll bar on the road.

In both these cases, the demand of a higher tax cannot be objected to merely on the ground that they are now paying less although having regard to the damage done by them to the roads, they shou have been made to pay more.

24. Next, as regards the rate of the ta the Committee after careful examination of all the available information, have fixed it at Rs.30/- pe seat per year. In Madras, the maximum rate prescribed in the Act is Rs.40/- per year; for th current year, a tax of Rs.30/- per year is being levied. The Committee have examined figures rela ing to the actual expenditure by certain buses and are satisfied that the proposed rate is a just and equitable one, taking all the circumstances into account. It is seen from these figures, that eac bus has been paying from Rs.480/- to a maximum of Rs.1,280/-, which works to Rs.54/- per seat per ye on the assumption that the buses are all 20 seater It will be more if the buses are of smaller seatin capacity. No complaints have so far been receive that the existing rates press heavily on the bus-owners. The contrary may be the position as ther are clear indications of the motor transport being on the increase. Under the proposed rates, buses with smaller seating capacity and others running long distances with more than one toll between clearly stand to gain. A sixteen-seater bus, for instance, has under the proposed rate to pay only Rs.480/- per annum, whereas if the same bus was pl ing on a route with two tolls, it will have to pay at present more than Rs.800/-, the compounding rat for a provincial gate being Rs.400/-; while those

those plying between places with only one toll between have to pay slightly more than at present This cannot be helped and is compensated for by t non-stoppage at the toll bars and the saving in t and convenience.

25. A representation has also been rece from the Proprietor of the Bangalore City Bus Ser objecting to the levy of any additional tax on th City Buses. But, as pointed out already, the Ci buses are having the advantage of a good system o roads and there is no reason why these should not pay more for the serious damages they do to the roads. The Committee are proposing later on tha provision may be made in the Regulation to be int duced taking power to exempt any class of vehicl from the payment of the tax. It should be open Government, if there are any real hardships, to t any action which they may deem fit to take in the cases of such vehicles. On principle, the Committee do not consider that any distinction shoul now be made between one class of motor vehicles a another. The possibility that a heavy tax may eliminate some of the smaller bus services run by men of smaller means was also considered, but the Committee thought that as most of these services irregular and unsafe, the sooner they cease, the better, in the interests of the travelling public. The disappearance of such buses will no doubt affect adversely the income expected from the [illegible] but on a careful examination of the actual location of the toll-gates, it will be seen that this is likely to happen, if at all, only in one or two Districts like Shimoga and Tumkur which have long

long journeys without a toll bar. It is therefore unlikely that the financial forecast of receipts will be seriously affected.

26. As regards lorries. the rate of taxation prevailing under the Madras Act has been adopted. It is understood that these rates have been felt as rather heavy within the City of Madras and have thrown a number of lorries out of action temporarily, but not in the mofussil. In Mysore, however, the bulk of the lorries are plying for hire outside the City limits. Having regard to the heavy tolls they are now paying and the serious damage done by them to the roads, these rates are not very excessive. The Committee therefore recommend that the full Madras rates may be adopted in Mysore.

27. The financial results of the foregoing recommendations are as follows:--

Revenue from Motor vehicles.

(1) Motor Cycles.	No.135	Rs.20.	Rs.2,700
(2) Motor Lorries used for the transport of goods			
14 vehicles not exceeding ¼ ton in weight, unladen.		Rs.300 per annum.	Rs.4,200
127 lorries exceeding ¼ ton & not exceeding 1½ tons.		@ Rs.500	" 63,500
14 lorries exceeding 1½ tons & not exceeding 2½ tons.		@ Rs.800	" 11,200
1 Lorry exceeding 2½ tons & not exceeding 3½ tons.		@ Rs. 900	" 900
1 lorry exceeding 3½ tons and not exceeding 5 tons.		@ Rs.1,000	" 1,000
2 lorries exceeding 5 tons in weight at Rs.1,100 each.			" 2,200
		Total...	Rs.83,000

	B.F.	83,000
(3) 963 buses with a seating capacity of 17,073 seats.	@ Rs.30/- per seat.	5,12,190
8 Taxis - seating capacity, 4 each at Rs.30/- per seat		960
(4) Private cars. 829 at Rs.60/-		49,740
	Total revenue for one year.	Rs.6,48,590

28. The total income by the levy of provincial tax at the rates proposed by the Committee aggregates to Rs.6,48,590/- as against the total loss of revenue of Rs.6,45,833/- to be recouped. The Committee are of opinion that the rates suggested above may be fixed as the maximum that may be levied under the new scheme of taxation As the number of motor vehicles is increasing year by year, it is likely that taxation at the above rates may bring in more revenue in future years in which event the rates to be actually levied may be re-adjusted, if necessary, so as to lighten the incidence of tax on these vehicles. The Committee were further of the opinion that provision should be made empowering Government to make an exemption, reduction in the rate or other modifications in regard to the tax payable by any person or class of persons or in respect of any motor vehicle or class of vehicles, so that cases of hardship, if any, may be dealt with suitably.

Compensation to Local Bodies.

29. The next question the Committee considered was as to whether the Local Bodies should be compensated for the income that has been taken away from them by the abolition of tolls and all local taxes on motor vehicles. The abolition of these taxes will cripple the local bodies of a

considerable portion of their revenue and it is but reasonable that they should be compensated for the loss sustained by them as otherwise, it will be practically impossible for them to carry on their usual activities. As regards the basis of compensation, the principles adopted in Madras is enunciated in Section 10 of the Madras Motor Vehicles Taxation Act which runs as follows:--

(1) From the proceeds of the tax collected under this Act, after deducting the expenses of collection, which shall be ascertained by the Local Government, the Local Government shall annually--

(a) pay to each local body which at the commencement of this Act was levying tolls, or vehicle tax on motor vehicles, or both, a sum determined by the Local Government as representing the average annual income of the local body during the three years ending the 31st day of March 1931 from such tolls, or vehicle tax on motor vehicles, or both as the case may be; and

(b) credit to themselves a sum determined by them as representing their average annual income during the said three years from all tolls levied by the Local Government in the Presidency of Madras.

(2) In determining the amount payable to a local body under sub-section (1), the Local Government shall take into account:-

(a) the arrears of tolls or vehicle tax on motor vehicles left uncollected, which could have been collected:

(b) the amounts which the local body should have paid to any other local body on account of

collections made on behalf of the latter and remaining to be adjusted; and

(c) the vehicle tax payable on vehicles owned by the local body or by its employees in respect of which exemptions were granted by th local body.

(3) If in any year the net proceeds of t fall short of the aggregate of the amounts pay to local bodies under clause (a) of sub-sectio and creditable to the Local Government under clause (b) of the said sub-section, such proce shall be distributed among the local bodies an the Local Government proportionately to the su determined under sub-section (1) as payable t each such local body and to the Local Governm and the deficit shall be made good in the sam proportion in the earliest subsequent year or years in which there may be a sur lu

(4) The balance, if any, of the net proceeds of the tax after making the distribution referred to in sub-sections (1) and (3) shall be expended in such manner as the Local Government may determine solely on the construction, improvement and maintenance of roads in the Presidency of Madras"

The Committee are in agreement with the principles therein enunciated and consider that the average income from this source of revenue during the three preceding years is a fair basis and may be adopted in Mysore also.

30. In this connection, the Committee consider that having regard to the peculiar situation of the Civil and Military Station it is desirable that with the abolition of tolls in Mysore, the toll-gates in the Civil and Military Station should also cease to exist, the loss of revenue being recouped if considered desirable by tax on motor vehicles and that full reciprocity in respect of motor vehicles should be introduced between the Civil and Military Station and the Mysore State. They suggest therefore that the Government of India may be addressed in the matter.

31. The Inspector-General of Police suggested that, as Police Officers travelling on duty were at present exempt from toll, the vehicles kept by these Officers should, under the new Act, be also exempt from tax. The Committee were of opinion that the question of exemption might well be left to Government to decide with due regard to the circumstances of each case. Mr. Puttuswami on behalf of the Mysore District Board urged that, while fixing the quantum of compensation payable to the District Board, regard should be had to the claim of a moiety of the income from toll levied at the frontier Toll-gates. The Committee consider that this is a matter of detail which might be left to the Government to decide.

32. To summarise, the conclusions of the Committee are:--

(1) That all tolls, Provincial, District Fund and Municipal, may be abolished, provision however being made for levying adhoc tolls where special facilities such as a bridge or a newly made road are provided.

(2) That a provincial tax may be levied on

Motor vehicles, the existing Municipal taxes levied on these vehicles being abolished.

(3) That the taxes on Buses be fixed on the basis of the seating capacity of the vehicle and that of Lorries on the weight or tonnage of the vehicles,

(4) that the maximum rates of taxation on these vehicles be for the present fixed a schedule annexed,

(5) That the Government should have to make exemption or reduction or other modi in regard to the tax payable by certain clas persons or in regard to vehicles of certain

(6) that the local bodies be compen for the loss of income due to the abolition tolls and local taxes on the basis of the av income of these bodies from these sources du the preceding three years, and

(7) that legislation on the line of Madras Motor vehicles taxation Act of 1931 b undertaken in Mysore with suitable changes n sary for local conditions.

3. The Committee wish to place record their appreciation of the energy and displayed by Mr. S.K. Venkataramana Iyer, B.A who did the duties of the Secretary to the C mittee, in preparing the necessary material the discussion of the questions at issue. other members of the Committee would also li

to tender their thanks to Mr. F.A. Hamilton, C.I.E Inspector-General of Police in Mysore, for the very prompt manner in which he helped the Committee by having a census taken of all the motor vehicles in the State and obtaining correct figures within a very short time.

S. Rajagopal

Revenue Commissioner
and
Chairman of the Committee.

Motor cycles (including motor-scooters and cycles with attachment for propelling the same / mechanical power (not exceeding 8 Cwt. in weight, unladen:-

a) Bicycles.

b) Bicycles if used for drawing a trailer or side-car.

c) Tricycles

Motor vehicles not exceeding Cwt. in weight unladen, adapted d used for invalids.

Motor vehicles used solely in th course of trade and industry for e transport or haulage of goods materials including tricycles eighing more than 8 Cwt. unladen

Vehicles not exceeding 15 cwt. in weight, unladen.

Vehicles exceeding 15 cwt. bu not exceeding 30 cwt. in weight unladen.

Vehicles exceeding 30 cwt. bu not exceeding 50 cwt. in weight, unladen.

Vehicles exceeding 50 cwt. bu not exceeding 70 cwt. in weight, unladen.

Vehicles exceeding 70 cwt. bu not exceeding 100 cwt. in weigh unladen.

Vehicles exceeding 100 cwt. i weight, unladen

Additional tax payable in res such vehicles used for drawi ilers:-

(i) for each trailer not exc ing 1 ton in weight, unlad

vided that two or more vehicles
all not be chargeable under this
ause in respect of the same
ler.

Motor vehicles plying for hire
d used for the transport of
ssengers:--

) Vehicles licensed under the M
Motor Vehicles rules to carry
all not more than four persons.

. Vehicles licensed under the Mysore
Motor Vehicles Rules to carry more
than four persons for every person
which the vehicle is so licensed to
carry.

otor vehicles other than those
able to tax under the foregoing
ovisions of this Schedule:--

Weighing not more than 15 cwt.
unladen.

Weighing more than 15 cwt. but
not more than 30 cwt. unladen.

Weighing more than 30 cwt. but
not more than 45 cwt. unladen.

Weighing more than 45 cwt. but
not more than 60 cwt. unladen.

Weighing more than 60 cwt. unl

Additional tax payable in respect
of such vehicles used for drawing
trailers:-

for each trailer not exceeding
one ton in weight, unladen.

(ii) for each trailer exceeding one
ton in weight. unladen.

Provided that two or more vehicle
shall not be chargeable under this
clause in respect of the same traile

Statement showing the various kinds of motor vehicles in the Mysore State.

3 Seater.	7 Seater.	8 Seater.	9 Seater.	10 Seater	11 Seater	12 Seater	15 Aeater	14 Seater	15 Seater	16 Seater	17 Seater	18 Seater	19 Seate	20 Seate	21 Seater	22 Seate	23 Seate	28 Seate	30 Seate
4	1	3	6	20	5	21	18	29	23	107	198	118	45	323	2	34	1	4	1
24	7	24	54	200	55	252	234	406	345	1712	3366	2124	855	6460	42	748	23	112	30